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# Port of New Westminster British Columbia

# ANNUAL

For the Year 1926

The New Westminster Harbour Commissioners



FS 196

### ANNUAL REPORT

OF

# The New Westminster Harbour Commissioners

For the Year 1926

#### PERSONNEL OF COMMISSION:

F. J. COULTHARD, Chairman.

GEO. BLAKELY,
Commissioner.

C. A. WELSH,

W. G. SWAN, C.E., M.E.I.C., Consulting Engineer.

W. B. ENGLISH,
Secretary and Harbour Master.



The Columbian Co., Ltd. Printers and Bookbinders

# The New Westminster Harbour Commissioners

To The Hon. Pierre Joseph Arthur Cardin, Minister of Marine and Fisheries, Ottawa, Ont.

Sir.

A Report of Operations for the calendar year, 1926, is herewith respectfully submitted.

We have the honor to be, Sir, Yours respectfully,

F. J. COULTHARD, Chairman.GEO. BLAKELY, Commissioner.C. A. WELSH, Commissioner.

## ANNUAL REPORT 1926

E LSEWHERE in this Report a comparative statement of Deepsea Shipping, covering the past few years, is given, as well as other statistics and detailed information regarding the port facilities. It will be noted that during the year 1926, 175 ships entered, which is a substantial increase over the previous year and, in fact, constitutes a record for the port.

**Exports—**Lumber to the extent of 211,230,000 feet Board Measure, valued at approximately \$4,000,000, was shipped by water to World markets, as compared with 171,000,000 feet in 1925. It is worthy of special note that this constitutes over 25% of the entire waterborne foreign exports of lumber (exclusive of logs and bolts) of the Province of British Columbia for year under review.

Of Mineral Products, bar lead and zinc and ore concentrates, a total of 41,300 tons, valued at over \$5,000,000.00, was forwarded through the port destined for the United Kingdom Continent and Japan.

The total value of Deepsea Exports for the year approximate \$9,200,000.00, as compared with \$7,200,000.00 the previous year.

**Imports**—Deepsea imports show a satisfactory increase, with a total of over 12,000 tons, valued at approximately \$400,000, as compared with 8100 tons in 1925.

Ship Channel—As a result of improvements effected in the last two years, by the Dominion Government, particularly at the "King Edward" Cut (Woodward's Channel above Steveston), the channel has been greatly improved. This work of permanent improvements will be continued at several places where it is required. At time of

writing a contract has been let by the Government for a 2,000 foot extension of the Steveston Jetty, at the mouth of the River, and it is probable that a further considerable extension will be undertaken during 1927. The total length of this Jetty, actually constructed, is approximately 19,000 feet, and with the 2,000 additional feet, only some 7,000 feet will remain to be provided for to complete this work to deep water.

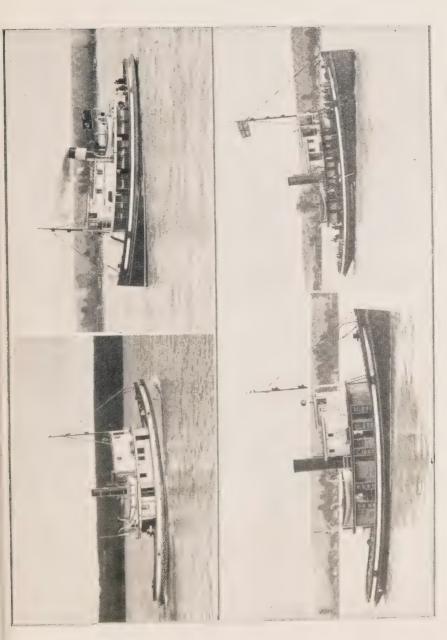
A contract has also been let for the erection of a Training Wall, about 4,500 feet long, at the head of Annacis Island, near the City of New Westminster, with the object of diverting a greater flow of water through the main channel. These very important works will be commenced at once.

Provision has also been made by the Government for building two additional Wing Dams, to be known as Dykes No. 2 and 3 (No. 1 having already been built), in a position on the North side of the King Edward cut.

Depth of Water—The natural depth of the Fraser River is approximately 30 feet at low water, but at certain stretches, not exceeding two or three miles altogether, where the river broadens out, there are shoaler places, and at these points it is necessary to confine and control the flow of water, and the above mentioned works are being constructed with that object in view and should result in giving practically a uniform depth throughout. At the present time the controlling depth on the ordinary high tide (12 foot tide at Sand Heads) is 28 feet, or at low water 18 feet.

The plan accompanying this Report will show the location of the above referred to improvements. It is confidently expected that these works when completed will be the means of providing a deep permanent channel at the shoaler stretches in the river and that the necessity for dredging will to a large extent be obviated. This has been the experience with works of this character already constructed.

Aids to Navigation—At the entrance to the River there is stationed a Lightship, equipped with an automatic fog signal, and the channel along its course is well lighted with range and beacon lights and also marked out with Buoys. These aids to Navigation



FOUR OF THE NUMEROUS TUG BOAT FLEET PLYING ON THE FRASER RIVER: "FLYER," "JOHN DAVIDSON," "FEARLESS" AND "D.B.M."

are maintained by the Dominion Government. With the completion of the Steveston Jetty, however, it is proposed to erect a light and fog signal on the outer end of the Jetty—thus doing away with the necessity for the Lightship.

Harbour Limits—The Harbour under the jurisdiction of the Commissioners comprises that portion of the main lower Fraser River from its mouth to the Eastern end of Douglas Island, at the mouth of the Pitt River, above Port Mann, approximately 25 miles; and that portion of the North Arm of the River from its confluence with the main river to the Westerly boundary of the City of New Westminster.

Included within the boundaries of the Harbour, are the Subports of Ladner and Steveston; also the large sawmill plant of the Canadian Western Lumber Company, Fraser Mills; and Port Mann, where the Canadian National Railways have their repair shops and Round Houses and which is the terminus of their Railway Car Ferry and Barge service to Vancouver Island.

The Harbour provides safe and ample anchorage, fully protected from storms. The climate being temperate, the Harbour is always open to shipping. There is some fog, usually in the months of November and December, but it is very seldom indeed that it does not lift during some part of the day so as to permit of navigation.

Port of New Westminster—The City of New Westminster, the principal port of the Fraser River, is one of the oldest Cities in British Columbia, having been incorporated in 1860. Its growth has been steady along conservative lines. Situated on the North bank of the River, about 20 miles from its mouth, the City is the centre of a large and fertile farming district (Fraser Valley); it is also a very important industrial centre, the low-lying lands on each side of the River offering splendid industrial sites, with Rail and Water connection. Lumbering is the chief industry, the lower Fraser River being one of the most important lumber centres in the Province. Other important industries include: Car building, ship building, Salmon and fruit canning, paper mills, fertilizing



LOADING LUMBER AT NEW WESTMINSTER DOCKS

plants, stock yards, meat packing, distilleries, foundry and machine shops, grain elevators, milling, cordage factory, etc.

It is only in recent years that the City has come into special promince as an Ocean Port, although at an earlier period in its history there was considerable Ocean-going shipping on the Fraser River, lumber and canned Salmon being the principal commodities exported. Since 1921, however, shipping has increased very rapidly. The opening of the Panama Canal has in a large measure been responsible for this progress, bringing as it did Pacific Coast Ports within reach of the large markets on the Atlantic Seaboard and thus enablling this Port to take advantage of the large Post-war World demand for its products. Another very important factor has been the rapidly expanding markets of the Orient.

Since 1924 the Consolidated Mining & Smelting Company, Trail, East Kootenay, has been exporting through the Port large quantities of Bar Metal and Ore Concentrates, which has been a most important addition to the tonnage of the Port.

The City has a population of 20,000 and in the surrounding territory, tributary to it, there are approximately 100,000 inhabitants.

It is the policy of the Commissioners to encourage industrial development in the Harbour by private interests, rather than to favor the investment of public funds in the construction of terminal docks, etc. In the past few years substantial progress has been made in this respect and other large and important projects are pending.

Reference was made in last year's Annual Report to some modification of this policy in respect to a Terminal Grain Elevator, which the Commissioners, with the co-operation of the Government, were planning to build. It is regretted that through unforseen circumstances this project has been delayed, but negotiations are still proceeding and it is believed will terminate successfully in the not distant future.



PANORAMA OF THE WATERFRONT OF NEW WESTMINSTER, B. C.



#### Port Facilities and Service

**Facilities Privately Operated**—Port Facilities are all privately owned and operated, a large portion of the waterfront being held under lease from the City of New Westminster.

Wharves and Docks—Commencing at a point at the head of the North Arm of the River (at its confluence with the main river), New Westminster, and extending in an Easterly direction along the main river for a distance of approximately 3600 feet, there is a continuous line of docks, with good depth of water, including the following for lumber and general cargo:

	Length	Depth at L.W.
Fraser River Dock and Stevedoring Company's Dock No. 1	. 400 t.	34 ft.
Fraser River Dock and Stevedoring Company's		
Docks No. 2 and 3	800 ft.	34 ft.

Dock No. 1 (to which a 400 foot extension is now in course of construction) is equipped with a large modern locomotive crane and has 5,000 feet of trackage with spurs connecting with the C. P. R., over which other railway companies have running rights; also has 7 acres of open storage space for assembling lumber and other cargo.

#### Other docks include:

		Depth
	Length	at L.W.
Brunette Lumber Company	1,200 ft.	30 ft.
Canadian Western Lumber Co.	1,000 ft.	30 ft.
Dominion Tar & Chemical Co.	400 ft.	30 ft.
B. C. Gypsum Company	300 ft.	25 ft.

**Warehouses**—There are five warehouses with a total storage capacity of approximately 90,000 square feet. Dock No. 2 alone contains 52,000 square feet of storage space.

Railways—Rail transportation is well provided by four Railway Systems, three of which are transcontinental, with connections to all important centres on the North American Continent. The

Canadian Pacific following the North shore of the River and the Canadian National on the South shore provide efficient service. The Great Northern gives direct access to the United States. In addition the British Columbia Electric Railway provides local transportation, serves the rich farming districts of the Fraser Valley and acts as a feeder to the above mentioned railway systems.

**Switching Facilities**—There is one railway switching zone, four miles in extent, applying to all railways.

**Highways**—Good paved highways radiate in all directions from the port and a large amount of cargo is brought to terminals by motor truck.

**Lighterage**—A large amount of cargo, principally lumber, is lightered to terminals, the average distance being about two miles.

**Bunkers**—Owing to proximity to the coal ports of Vancouver Island, no attempt has been made to provide special coaling facilities for Deepsea vessels, but stocks of good steaming coal are available. Loading capacity, 75 tons per hour.

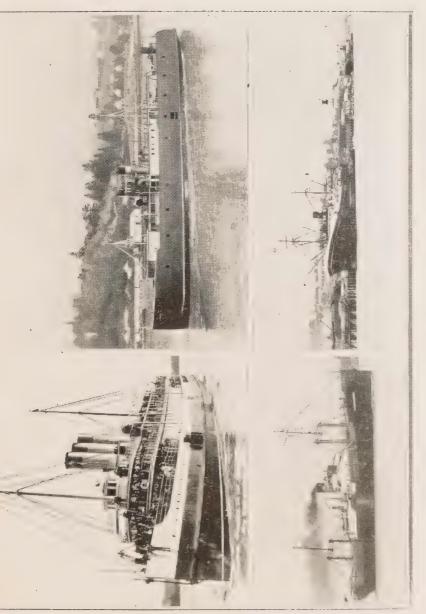
**Repairs**—Ordinary repairs can be effected. There are several marine ways, the largest lifting 1000 tons. Large drydocks in Vancouver and Victoria.

Water Supply—The port is liberally supplied with the purest of water brought from a Mountain Lake (Lake Coquitlam) a distance of about 16 miles. The system is gravitation.

**Supplies**—Ship supplies and provision can readily be obtained at reasonable prices.

**Stevedoring**—There is an ample supply of labor and ships are loaded and-or discharged with dispatch.

**Pilotage**—Pilotage is under the jurisdiction of the New Westminster District Pilotage Authority, a Dominion Government authority, and is compulsory. The Pilot boards a vessel at the Lightship, mouth of the River. Efficient and prompt service is given.



SHIPPING ON THE FRASER RIVER

#### Port Charges

The Harbour is economically administered and the tariff of rates on shipping is low. NO CHARGE OF ANY DESCRIPTION IS LEVIED ON CARGO by the Port Authority. The following rates are in force:

**Harbour Dues**—From fifty cents to seven dollars maximum (vessels over 1,000 tons), according to tonnage of vessel, payable on first two entries of a vessel only in any one calendar year.

**Pilotage**—To or from Lightship at mouth of River, one cent per net registered ton and one dollar per foot draught. For shifting from berth to berth while in port, a flat rate of Ten Dollars for each shift.

Sick Mariners' Dues—A Dominion Government charge applicable to all ports, payable only once on any one continuous voyage, two cents per net registered ton, payable by any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 113, Part V.).

Bill of Health-One Dollar.

Disinfection and Fumigation. —Twenty-five cents per 1000 cubic it. space. Minimum charge Twenty-five Dollars.

Pure Water—Twenty cents per 100 cubic feet, or seven cents per ton.

NOTE:—Terminal docks being under private control, rates for wharfage, storage, handling charges, etc., may be obtained on application from the Fraser River Dock & Stevedoring Co. Ltd., New Westminster, B. C.

#### COMPARATIVE RECORD OF SHIPPING, 1921-1926 Deepsea

Including vessels trading to off shore ports and that portion of foreign coastwise passing outside Cape Flattery

Year.	No. of Ships.	Net Reg. Tonnage.	Gross Tonnage.
1921	13	38,987	No Record
1922	35	100,321	No Record
1923	48	144,973	No Record
1924	100	333,138	525,069
1925	150	476,420	786,106
1926	175	579,167	926,046

### COMPARATIVE STATEMENT OF PILOTAGE RECEIPTS 1921-1926

Year.	No. of Vessels on which fees were paid.	Net Reg. Tonnage.	Receipts.
1921	57	39,934	\$ 1,429.19
1922	81	101,304	3,515.63
1923	100	146,042	4,830.83
1924	127	317,159	10,134.58
1925	205	499,543	16,184.12
1926	196	583,200	18,603.44

#### NATIONALITY OF DEEPSEA VESSELS, 1926

British	81	Belgian 2
United States	30	French2
Norwegian	27	German1
Japan	19	Greek1
Swedish	7	
		Total175

#### TIMBER PRODUCTS

The lower Fraser River is one of the most important lumber centres in the Province of British Columbia and the product of its sawmills, shingle mills and allied industries, in the form of lumber, shingles, lath, box shooks, veneer and sash and door, furnish the principal cargo.

Comparative Statement of Lumber produced and shipped by Manufacturers on the lower Fraser River

			SH	HPMENTS	
	Production	Approx.	Water	Rail	Loca1
Year	Board Feet	Value	(B.F.)	(B.F.)	(B.F.)
1923	290,000,000	\$7,250,000	78,600,000	168,000,000	43,200,000
1924	,,	8,052,000	119,469,000	153,736,000	40,527,000
1925		7,941,000	171,459,665	176,787,793	62,386,550
1926	459,806,957	8,736,000	211,230,950	178,779,482	56,750,612

Destination of waterborne lumber in 1926, included the following countries: United States, Japan, United Kingdom, Continent, Eastern Canada, Australia, South Africa, Cuba, West Indies, Trinidad, Mexico and Egypt.

Over 25% of the total foreign Deepsea Exports of Lumber from British Columbia (exclusive of logs and bolts) in 1926, was shipped from the Fraser River.

#### DEEPSEA EXPORTS, 1925-1926

Commedity		Quantity	Approxima	
Lumber and Lumber Products,	1925	1926	1925	1926
Board Feet1 Ore Concentrates, tons1	71,459,000 13,631	211,231,000 10,822	\$3,257,000	\$4,013,000
Bar Metal (lead and zinc) tons General Merchandise, tons	21,480	30,505	3,935,000	5,132,000
service sucremandise, tons	347	235	45,000	60,000
			\$7,237,000	\$9,205,000

#### DEEPSEA IMPORTS, 1925-1926

-	8,170 tons	12,221 tons \$	240,000	\$ 400,000
Cresote, tons General, tons	5,050 800	4,980 2,234		
Phosphate Rock, tons	1,120	3,507 1,500		

### Revenue Account for Year Ended December 31st, 1925-1296

#### RECEIPTS

		19	25	192	6
January 1, Balance in Bank of Toronto		\$	2,435.82	\$	264.67
December 31, Water Lot Rentals	\$1	1,477.16	4	3,057.86	
December 31, Harbour Dues	1	1,885.50		1,907.25	
December 31, Poplar Island Rentals		50.00		50.00	
	_		3,412.66		5,015.11
		\$	55,848.48	\$	5,279.78
EXPEND	ITURE	S			
General Expense:					
Administration, Legal & Miscellaneous	Exps\$	3270.09	5	\$3,743.13	
Popular Island Expenses:					
Annual Rental, Repairs and Renewa Miscellaneous Expenses		400.78		438.38	
Capital Account:					
Clearing Poplar Island\$	950.00				
Preliminary Expenses P. I. Proposed					
	175.25				
E tarrier a transfer a	176.40			39.50	
Installing Water Main to Poplar Island	305.03				
	303.03	1 606 68			
		1,000,00		53.35	
Office Furniture  Maps and Plans		44.06		12.00	
Preliminary Costs re proposed Harbour		77.00		12.00	
Elevator		262.20		410.42	
131.14.01	_		\$5,583.81	\$	4,696.78
		\$	\$ 264.67	\$	583.00

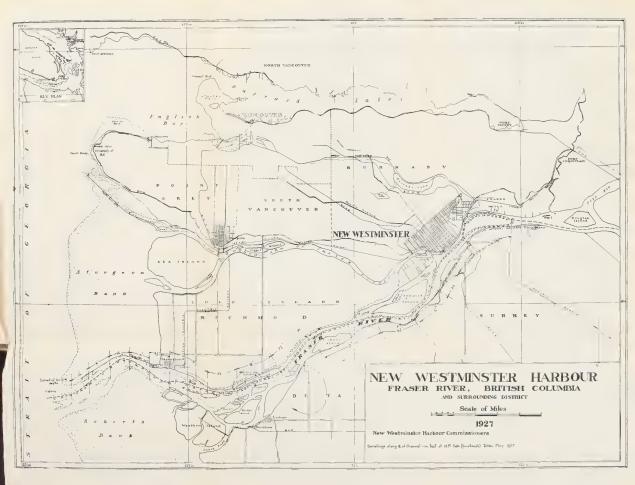
#### To The New Westminster Harbour Commissioners:

I have examined the Accounts of the Commissioners for the year ended 31st December, 1926, and certify that the above statement of Receipts and Expenditures is correct.

#### W. GRIFFITHS.

Chartered Accountant.











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Port of
New Westminster
British Columbia

# ANNUAL REPORT

For the Year 1927



The New Westminster Harbour Commissioners



### ANNUAL REPORT

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# The New Westminster Harbour Commissioners

For the Year 1927



#### PERSONNEL OF COMMISSION:

F. J. COULTHARD, Chairman.

GEO. BLAKELEY.

Commissioner.

C. A. WELSH,
Commissioner.

W. G. SWAN, C.E., M.E.I.C., Consulting Engineer

W. B. ENGLISH.

Secretary and Harbour Master

# The New Westminster Harbour Commissioners

To The Hon. Pierre Joseph Arthur Cardin, Minister of Marine and Fisheries, Ottawa, Ont.

Sir:

A Report of Operations for the calendar year 1927 is herewith respectfully submitted.

We have the honor to be, Sir,

Yours respectfully,

F. J. COULTHARD, Chairman. GEO. BLAKELEY, Commissioner C. A. WELSH, Commissioner.

# ANNUAL REPORT 1927

HILST the returns for the year 1927 show a slight decrease in the number of Deepsea ships that entered the port, as compared to 1926, the figures being 153 and 175 respectively, nevertheless the results under all the circumstances are considered satisfactory. Early in the year there was a scarcity of tonnage, as vessels that regularly plied on the Pacific Coast were attracted by higher rates offered in the Atlantic trade, due to the increased trade between United States and the United Kingdom incidental to the coal strike in the latter country. This condition was common to all ports on the North Pacific Coast which depend upon shipments of bulk commodities, and naturally affected the export business of this port, and particularly so in regard to bar metal, shipments of which commodity being also affected by the low market price, and constant fluctuations in price, resulting in shippers finding it advantageous to ship by fast passenger and mail steamers. However, this condition was only a temporary one and righted itself later on in the year, but the loss occasioned was never fully recovered.

As in the past, a comparative statement of Deepsea Shipping, general statistics and other information, is given elsewhere in this Report. It will be noted that the exports of lumber totalled 212,000,000 feet (board measure), valued at \$4,306,000.00, a slight increase over the previous year's total of 211,000,000 feet. This represents approximately 29% of the total quantity of lumber (exclusive of logs and bolts) exported by water from all British Columbia ports.

Exports of bar metal and ore concentrates amounted to 18,581 tons, as compared to 41,327 tons in 1926, valued at \$2,125,000, the destination being the United Kingdom and Japan.

The total value of Deepsea exports for the year approximate \$6,447,000.00, as compared to \$9,200,000.00 in 1926.

Imports—10,444 tons—are valued at approximately \$300,000.00, a slight decrease from the previous year.

#### SHIP CHANNEL

Reference was made in last year's Report of certain improvement works, of a permanent nature, that the Government had arranged to carry out on the river in 1927. These works were all duly completed in a satisfactory manner and have resulted in an improved channel at the stretches where they were placed.

In continuance of the Government's policy of steadily and consistently improving the channel of the river, provision has been made for further improvement works to be carried out during the current year, as follows:

- (1) Sapperton Bar—Construction of Dyke No. 1.

  The proposed work consists of constructing a "V"-shaped dyke, each leg 600 feet long, of which 500 feet is close piling and 100 feet at the outer end open piling, spaced 3' 6" centres.
- and 100 feet at the outer end open piling, spaced 3' 6" centres, in two rows, zig-zagged.(2) Steveston—Repairs and Extension of Woodward's Train-
- ing Wall.

  Repairs will consist of raising the rock mound to its original level by dumping rock on same till the required elevation is reached.
- (3) Steveston—Extension of North Jetty.
  It is proposed to extend this Jetty approximately 5,000 feet, making the total length of this Jetty about 26,000 feet.

**Depth of Water:** As has been stated before, the natural depth of the Fraser River is approximately 30 feet at low water, but at certain stretches, not exceeding two or three miles altogether, there are shoaler places, and it is at these stretches that the Government is directing its attention at the present time, as above indicated, with the object of establishing a uniform depth throughout. At the present time the controlling depth from the entrance to the river to New Westminster, on the ordinary high tide (12-foot tide at Sandheads), remains at 28 feet, or at low water, 18 feet.

A plan of the river, showing location of improvement works completed and additional works arranged for, accompanies this Report.



SHIPPING ON THE FRASER RIVER

#### PORT DEVELOPMENT

Towards the end of the year under review and after lengthy negotiations, arrangements were finally completed in connection with financing of the Commissioners' grain elevator, the Dominion Government having agreed to guarantee the authorized bond issue of \$700,000, both as to interest and principal. By this arrangement a considerable annual saving will be effected, inasmuch as the rate of interest which the bonds will bear has been consequently reduced.

At time of writing, construction of the elevator is well under way, and as the project will mark a very important forward step in the port's development, being looked upon as only the beginning of similar undertakings by private interests on the Fraser River, the following description of the plant will be of general interest:

(1) Site: The site of the elevator is on the south bank of the Fraser River, two miles below the New Westminster bridge. The waterfrontage occupied is approximately 1,800 feet in length and the reclaimed area of 12 acres, plus an additional 60 acres on shore, gives this property great possibilities for future use and development. It is directly accessible by Canadian National and Great Northern Railways and within the switching zone of the Canadian Pacific Railway.

A timber bulkhead wall retains filling material for the foreshore reclamation. This material is made available from the dredging operations being carried on by the Dominion Government in the river immediately in front of the wharf wall, where a depth of 30 feet of water at low tide is being provided.

A wharf approximately 1,100 feet in length is being constructed parallel to the river bank, and dredging operations are being carried out by the Dominion Government, which will provide excellent approach for shipping and a 30-foot depth of berth at low tide. This will permit the berthing of two ships at one time. A local water service from springs in the hill is now being established by the Commissioners to



HARBOUR COMMISSIONERS' GRAIN ELEVATOR IN COURSE OF CONSTRUCTION.

serve the ships occupying these berths and also for domestic supply to the elevator.

#### (2) Buildings and Equipment:

(a) Workhouse—The workhouse, although originally designed for timber construction, is now being constructed in concrete. It has a bin capacity of approximately 110,000 bushels. The track shed contains four unloading pits and these are connected to one shipping leg and one shipping receiving leg. Unloading bins are provided both in the workhouse and in the storage, five dock spouts being provided in all. An additional shipping leg forms part of the equipment.

Other equipment consists of three scale garners, three cleaning garners, six screening and one double carter-disk separator, four No. 11 receiving separators, one automatic scale in sacking room. The house has a receiving capacity of 100 cars per day of two shifts of 8 hours each and a shipping capacity of 30,000 bushels per hour.

- (b) Storage—The storage is approximately 50' x 220', built of reinforced concrete fireproof construction throughout. It will contain 16 circular bins 24' diameter each, 14 inter-space bins and 15 outer-space bins. The circular and inter-space bins are full hoppered and provided with a separate draw-off valve in each case. The bin capacity is approximately 700,000 bushels.
- (c) Sacked Grain Warehouse—A sacked grain warehouse of timber construction, metal clad, having a dimension 60' x 65', is being constructed west of the workhouse. This is designed to carry a live load at 300 pounds per square foot. The warehouse will have a roof of four-ply tar and gravel.
- (d) Dryer and Boiler House—Dryer house will contain a 500-bushel dryer of standard type. This building is located between the workhouse and storage and is of reinforced concrete fireproof construction.

The boiler house, immediately adjoining, is similarly of fireproof concrete construction.

A major project that will be of great importance to the port serving the interior of British Columbia and the Provinces of Alberta and Saskatchewan, are the shipping terminals, including cold storage facilities of Pacific Coast Terminals, Limited, for the establishment of which all financial arrangements have been completed, construction to be commenced at an early date. The amount of capital involved in this project will be approximately \$2,250,000, and it will provide the port with modern and adequate facilities for handling all classes of export and import cargo.

The site to be occupied, comprising about 18 acres, is located in the west end of the City of New Westminster, and is most advantageously situated, both from the standpoint of water and rail shipments. Adequate Terminal Railway yards will be provided, connecting up with three transcontinental railways—Canadian National, Canadian Pacific and Great Northern—as well as with the British Columbia Electric Railway.

The first unit of this large undertaking provides for:

- (1) Cold storage building of concrete and steel construction, with walls and roof insulated with cork, of 140' x 300' dimensions, four stories in height. Three different degrees of storage will be provided—cold, cool and dry, thus providing for all classes of commodities.
- (2) A wharf approximately 1,020 feet in length, paralleling the river bank, with depth of water 35 feet at low tide, which, with present structures to be acquired, will provide a total berthing space of over 3,000 feet.
- (3) Modern mechanical handling facilities for bulk and general cargo.

Late in the year the Vancouver Milling and Grain Company, Limited, acquired by lease the warehouse known as Dock No. 2 for the purpose of storing and shipping flour and fertilizer. This was a valuable acquisition and will result in flour being added to the exportable commodities of the port.

#### COMPARATIVE RECORD OF SHIPPING, 1921-1927 Deepsea

Including vessels trading to off-shore ports and that portion of foreign coastwise passing outside Cape Flattery.

		Net Registered	Gross
Year	No. of Ships	Tonnage	Tonnage
1921	13	38,987	No Record
1922	35	100,321	No Record
1923	48	144,973	No Record
1924	100	333,138	525,069
1925	150	476,420	786,106
1020	175	579,167	926,046
1027	153	486,603	776,229

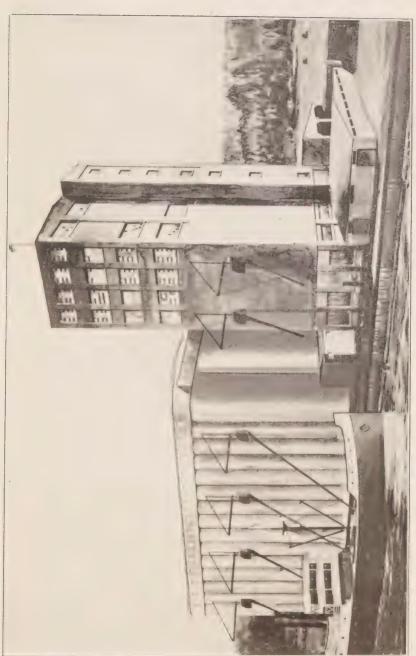
#### COMPARATIVE STATEMENT OF PILOTAGE RECEIPTS, 1921-1927

	No. of	Net	
	Vessels on which	Registered	
Year	fees were paid	Tonnage	Receipts
[02]	57	39,934	\$ 1,429.19
1922	81	101,304	3,515.63
1923	100	146,042	4,830.83
1924	127	317.159	10,134.58
1925	205	499,543	16,184.12
1926	196	583,200	18,603.44
1927	198	463,558	15,289.87

#### NATIONALITY OF DEEPSEA VESSELS, 1927

British	52
United States	45
Japan	22
Norwegian	17
Danish	8
Swedish	4
Italian	4
German	1
-	
Total	152

Total.... 153



HARBOUR COMMISSIONERS' GRAIN ELEVATOR AS IT WILL APPEAR WHEN COMPLETED.

#### TIMBER PRODUCTS

The product of the sawmills, shingle mills, box factories and allied industries, on the lower Fraser River, furnish the principal export cargo.

Comparative statement of lumber produced and shipped by manufacturers on the lower Fraser River.

1923-1927

	Shipments:				
	Production	Approx.	Water	Rail	Local
Year	Board Ft.	Value	(B.F.)	(B.F.)	(B.F.)
1923	290,000,000	\$7,250,000	78,600,000	168 000,000	43,200,000
1024	322,086,000	8,052,000	119,469,000	153,736,000	40,527,000
1925	417,952,785	7,941,000	171,459,665	176,787,793	62,386,550
1926	459,806,957	8,736,000	211,230,950	178,779,482	56,750,612
1927	491,163,000	9,419,000	212,045,613	196,451,199	55,620,559

In addition, for the year 1927, the production of shingles amounted to a total of 1,427,095,218 shingles, valued at approximately \$3,924,000. The water-borne exports of shingles, however, amounted to only 8,385,000 pieces, at a value of \$23,000.00.

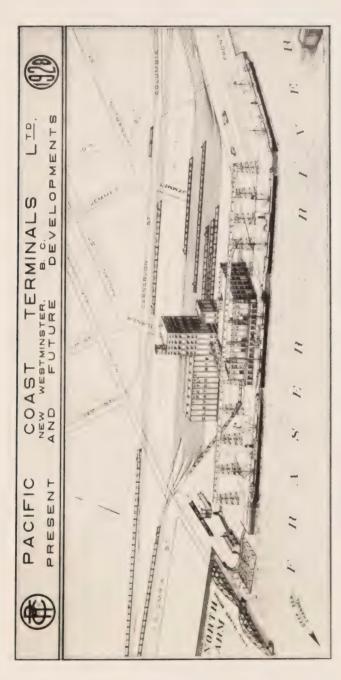
Returns show that the total quantity of lumber exported from all British Columbia ports in 1927 (exclusive of logs and bolts) amounted to 723,295,547 board feet. Of this quantity over 29% was shipped via the Fraser River.

Below is given the destination of lumber exported from the Fraser River in 1927, with the percentage for each country, viz:

U. S. Atlantic Coast	43% .	West Indies	7%
Orient	10%	United Kingdom	50%
Canadian Atlantic Coast	10%	South Africa	3%
Australia	10%	Other Countries	6%

#### DEEPSEA EXPORTS, 1926-1927

	Qu	Quantity		nate Value
Commodity	1926	1927	1926	1927
Lumber and Lumber Products,				
Board feet	211,231,000	212,046,000	\$4,013,000	\$4,306,115
Ore Concentrates, tons	10,822	1,163)	5,132,000	2,125,000
General Merchandise, tons	30,505 235	17,418 ( 186	60,000	16,000
			80 205 000	\$6.447.115



PACIFIC COAST TERMINALS LIMITED—FIRST UNIT AS PLANNED.

#### DEEPSEA IMPORTS, 1926-1927

	Quantity		Approximate Value	
Commodity	1926	1927	1926	1927
Corn, tons	3,507	6,841		
Phosphate Rock, tons	1,500	1,765		
Creosote, tons	4,980			
General, tons	2,234	1,838		
	12,221	tons 10,444 tons	\$400,000	\$300,000

### Port Charges

The Harbour is economically administered and the tariff of rates on shipping is low. NO CHARGE OF ANY DESCRIPTION IS LEVIED ON CARGO by the Port Authority. The following rates are in force:

Harbour Dues: From fifty cents to seven dollars maximum (vessels over 1,000 tons), according to tonnage of vessel payable on first two entries of a vessel only in any one calendar year.

Pilotage: To or from Lightship at mouth of river, one cent per net registered ton and one dollar per foot draught. For shifting from berth to berth while in port, a flat rate of ten dollars for each shift.

Sick Mariners' Dues: A Dominion Government charge applicable to all ports, payable only once on any one continuous voyage, two cents per net registered ton, payable by any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 113, Part V.)

Bill of Health: One Dollar.

Disinfection and Fumigation: Twenty-five cents per 1,000 cubic leet space. Minimum charge, twenty-five dollars.

Pure Water: Twenty cents per 100 cubic feet, or seven cents per ton.



A PORTION OF THE FRASER RIVER TUG BOAT FLEET.

### Revenue Account for Year Ended December 31st, 1926-1927

#### RECEIPTS

1926

1927

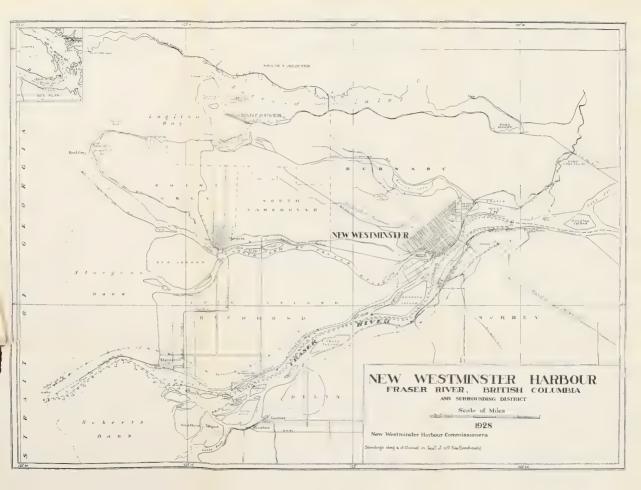
January 1, Balance in Bank of Toronto	3,057.85 1,907.25 50.00	\$3,104.91 2,022.00
	\$5,279	9.78 \$5,759.91
EXPENDITURE:	S	
General Expenses:  Administration, Legal and Miscellaneous Expenses  Poplar Island Expenses:  Annual Rental, Repairs and Renewals and	33,743.13	\$3,851.95
and Miscellaneous Expenses	438.38	539.70
Capital Account: Subdivision Plans, Poplar Island Office Furniture Maps and Plans Preliminary Costs re Harbour Board Elevator	53.35 12.00 410.42	15.00 535.95 5.78———\$4,942.60
Balance in Bank of Toronto	<del></del>	3.00 \$ 817.31

Fo the New Westminster Harbour Commissioners:

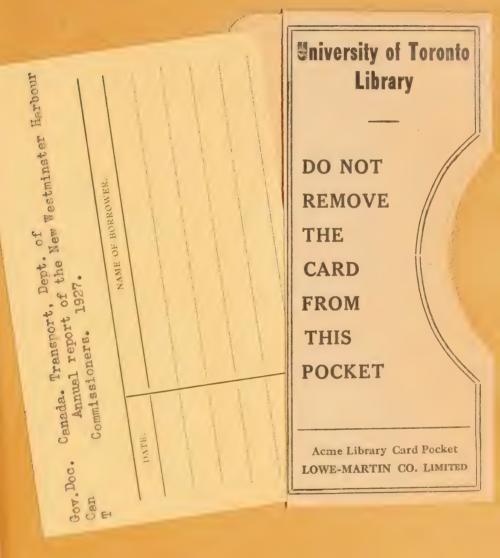
I have examined the Accounts of the Commissioners for the year ended 31st December, 1927, and certify that the above Statement of Receipts and Expenditures is correct.

W. GRIFFITHS,

Chartered Accountant.







CAI FS196 A SG

# Port of New Westminster British Columbia

## ANNUAL REPORT

For the Year

1928

The New Westminster Harbour Commissioners



## ANNUAL REPORT

of

## The New Westminster Harbour Commissioners

For the Year 1928



#### PERSONNEL OF COMMISSION

F. J. COULTHARD, (hairman.

GEO. BLAKELEY, Commissioner,

C. A. WELSH,
Commissioner.

W. B. ENGLISH, Secretary

W. G. SWAN, C.E., M.E.I.C., Consulting Engineer.

CAPT. JOHN SLATER, Harbour Master.

# The New Westminster Harbour Commissioners

To The Hon. Pierre Joseph Arthur Cardin, Minister of Marine and Fisheries, Ottawa, Ontario.

Sir.

A Report of Operations for the calendar year 1928 is herewith respectfully submitted.

We have the honour to be, Sir,

Yours respectfully,

F. J. COULTHARD, Chairman.GEO. BLAKELEY, Commissioner.C. A. WELSH, Commissioner.

## CANNUAL REPORT 1928

N reviewing operations of the port for the year ending December 31st, 1928, it is gratifying to be able to report substantial progress. The year has been notable not only because all shipping records were surpassed, but more especially by reason of the fact that it saw the commencement and substantial progress in construction of two major undertakings which will be very important additions to the facilities of the port and will certainly result in increasing to a very appreciable extent the amount of shipping, namely, the Shipping Terminals, including a large modern Cold Storage, of the Pacific Coast Terminals Limited, and the Terminal Grain Elevator erected by the Commissioners and now leased to the Fraser River Elevator Limited.

Returns show that 198 Deepsea ships entered the port during the year, the largest number so far recorded, as compared with 153 ships in 1927.

**Exports:** Lumber to the extent of 201,307,000 board feet, representing about 26% of total waterborne shipments from all British Columbia ports, was shipped to world markets, valued at \$3,900,000. This shows a slight decrease from 1927 when the figures were 211,000,000 board feet.

Shipments of Bar Metal—lead and zinc—amounted to 60,320 tons, valued at \$5,500,000, as compared with 18,581 tons the previous year, a very substantial increase, distributed as follows: Japan 32,690 tons, United Kingdom, 27,630 tons.

The remaining exports included Flour, 31,430 barrels; Apples, 41,238 boxes; Hides, 209 tons; Pulp, 563 tons; General, 290 tons.

Total value of exports for the year approximate \$9,800,000.

Imports: Amounted to 5,942 tons, valued at \$208,000.



VIEW OF PACIFIC COAST TERMINALS LIMITED FROM THE RIVER SHOWING COLD STORAGE PLANT AND PART OF DOCKS

#### SHIP CHANNEL

In the report of the Commissioners for the year 1927, there was outlined the permanent improvement works authorized by the Government, chief of which was a 5,000 foot extension of the Steveston North Jetty—making the total length of this Jetty about 26,000 feet—and in the Fall of 1928 a contract was let for the work and a good start made on construction. The work will be continuously prosecuted until completed.

Provision has also been made for a small extension to No. 3 Dyke, opposite Steveston, and at Sapperton Bar, above the Fraser River Bridge, for the construction of Dykes No. 1 and 2. The former will consist of a "V" shaped Dyke, each leg to be 600 feet long, the latter a straight Dyke a short distance below. It is expected that this work will be carried out during 1929.

Depth of Channel: While the natural depth of the Fraser River is approximately 30 feet at low tide, there are certain stretches (not more than three miles altogether), where the river broadens out, that do not reach that depth. These stretches are having the attention of the Authorities and by the building of Jetties, Training Walls, etc., so as to confine and control the flow of water through its proper channel, gradual improvement is being made, with the ultimate object of establishing a 30 foot minimum depth at low tide from the entrance to the River to New Westminster.

The controlling depth of the channel at the present time from its entrance to New Westminster, on the ordinary high tide (12 foot tide at Sandheads) remains at 28 feet, or at low tide 18 feet.

A plan of the river, showing actual and proposed improvements, accompanies this report.

#### PORT DEVELOPMENT

Pacific Coast Terminals Limited: Recently completed and now under operation is the huge Cold and Cool Storage Plant of the Pacific Coast Terminals Limited. This most modern of modern



VIEW OF LOW TEMPERATURE ROOM FOR HOLDING OF FROZEN BERRIES

Cold Storage Plants is located in the heart of the Fraser Valley, the most fertile and productive area of British Columbia, and will be served by a fleet of fast moving motor vehicles in conjunction with a modern river-boat service. The plant measures 190,000 square feet with a cubic capacity of 189,000 cubic feet, divided into four floors, each floor being sub-divided into a varied number of rooms with a view to giving that particular type of Cold or Cool Storage accommodation most beneficial to any of the many lines of perishable products.

The machine plant serving the Cold Storage rooms is fully modern and is such that it is possible to control to a degree the temperature and humidity of each room. All Cold Storage Rooms are subjected to an ozonization service and can be brought to a temperature of 15 degrees below zero F. Of particular note, also, is the forced air circulation system available in the room for the storage of fruit and eggs.

Following are particulars of the different floors:

Floor "A"-

Room No. 1, Fish Sharp Freezer, capacity 10 tons per 24 hours.

Rooms No. 6, 7 and 8, Cold Storage, forced air circulation, cubic ft. contents, 152,690. Storage of Potatoes, Vegetables and pre-cooling service. Holding capacity, 1.636 tons.

Floor "B"-

Rooms No. 1, 2 and 3, Cold Storage, forced air circulation, cubic ft. contents, 178,000. Apple storage, Holding capacity, 26,800 cases.

Rooms No. 4, 5 and 6, Forced air circulation, Cold Storage. Cubic ft. contents, 96,280. Egg Storage. Holding capacity, 26,800 cases.



VIEW OF LOW TEMPERATURE ROOM FOR HOLDING OF FISH

#### Floor "C"-

Rooms No. 1, 2 and 3, Cold Storage or Holding Freezer, pipe coil brine circulation system. Cubic ft. contents, 185,920. Holding capacity, 61,500 boxes of apples.

Rooms No. 4 and 5, Cold Storage and Holding Freezer, pipe coil brine circulation. Cubic ft. contents, 95,200. Holding freezer for butter, poultry and fish. Holding capacity, 110 tons.

Rooms No. 6, 7 and 8, Sharp Freezer, Ammonia Direct Expansion. Cubic ft. contents, 65,680. Sharp Freezer, butter, poultry, cracked eggs, meat, etc. Holding capacity, 948 tons.

#### Floor "D"-

Rooms No. 1, 2 and 3, Cold Storage or Holding Freezer, pipe coil brine circulation system. Cubic ft. contents, 125,920. Apple Storage. Holding capacity, 41,800 boxes. Rooms No. 4, 5 and 6, Cold Storage or Holding Freezer, pipe coil brine circulation system. Cubic ft. contents, 125,920. Berry holding freezers, etc. Holding capacity, 1,040 tons. Total tonnage capacity per month, 39,600.

Located on the banks of the Fraser River, at the port of New Westminster, the Pacific Coast Terminals Limited occupies a strategic position for the receiving and distribution of oversea and overland cargo, both from an import and export standpoint, and served with direct rail connection to the two great Canadian Transcontinental Railway Systems—the Canadian Pacific and Canadian National Railways—as well as the Great Northern Railway, whose lines reach all the markets of the United States, an economy of distribution is offered that cannot be surpassed.

Goods are handled with the utmost speed commensurate with safety by experts at such handling, who have at their disposal the most modern equipment available. Any and all forms of distribution service is offered, including loading, unloading, packing, sorting, re-packing, ships-marking, trans-shipment and bills of lading services.



FRASER RIVER ELEVATOR No. 1

The huge stretch of dock controlled by the Pacific Coast Terminals Limited is 3,000 feet in length, providing accommodation for seven deep sea vessels, to which is offered a most modern unloading service. Dock equipment includes a 25 ton Crane, a fleet of motor driven vehicles for dock handling of cargoes, and 35,000 square feet of accommodation for general cargo, with seven acres of ground for the assembling of lumber for water shipment.

Fraser River Elevator No. 1: This modern grain elevator, located at South Westminster, opposite the City of New Westminster, was completed and in operation early in 1929. Constructed by the Harbour Commissioners, the plant has been leased to the Fraser River Elevator Limited, a Company sponsored by a well known group of business men with the following Directorate:

President John Coughlan Vice-President and Treasurer C. E. Coughlan Secretary and Solicitor E. R. Sugarman Managing Director Samuel McClay

Mr. J. MacInnes is also associated with the Management.

The elevator has a wharf frontage of 1,100 feet and River frontage of 1,800 ft. and the site covering 64 acres is ideally situated to take full advantage of transportation facilities, both rail and water, and provides opportunity for future development.

The elevator is served by the Canadian National Railways and the Great Northern Railway, whose main lines run close to the property, and will also have the facilities, by switching, of the Canadian Pacific Railway and the major United States Railways serving the Pacific North West, as well as having excellent facilities for deep-sea shipping.

The elevator has a storage capacity of 750,000 bushels, which, together with other equipment contemplated, will enable the plant to handle up to 30,000,000 bushels of wheat during the grain season. It can also receive maize ex-ship.

#### STATISTICS

Attached are tables of statistics which contain detailed inform ation in regard to shipping and business of the port.

#### COMPARATIVE RECORD OF SHIPPING, 1921-1928 Deep Sea

Including vessels trading outside Cape Flattery.

Year .	No. of Vessels	Net Tons	Gross Tons
1921	13	38,987	No Record
1922	35	100,321	No Record
1923	48	144,973	No Record
1924	100	333,138	525,069
1925	150	476,420	786,106
1926	175	579,167	926,046
1927	153	486,603	776,229
1928	198	625,271	1,004,622

## COMPARATIVE RECORD OF PILOTAGE RECEIPTS 1921-1928

	of Vessels on the Fees were		
Year	Paid	Net Tons	Receipts
1921	. 57	39,934	\$ 1,429.19
1922	. 81	101,304	3,515.63
1923	100	146,042	4,830.83
1924	127	317,159	10,134.58
1925	205	499,543	16,184.12
1926	. 196	583,200	18,603.44
1927	. 198	463,558	15,289.87
1928	205	629,627	20,674.13

#### NATIONALITY OF DEEP SEA VESSELS, 1928

British	79
Japan	
U. S. A	
Norway	12
Denmark	10
Sweden	2
Italy	2
Panama	1

Total \_\_\_\_\_\_\_198

#### TIMBER PRODUCTS

The product of the sawmills, shingle mills, box factories and allied industries, on the lower Fraser River, furnish the principal export cargo.

## COMPARATIVE RECORD OF LUMBER PRODUCED AND SHIPPED BY MANUFACTURERS ON THE LOWER FRASER RIVER, 1923-1928

Year	Production Board Ft.	Approx. Value	Water Board Ft.	Shipments Rail Board Ft.	Local Board Ft.
1923	290,000,000	\$7,250,000	78,600,000	168,000,000	43,200,000
1924	322,086,000	8,052,000	119,469,000	153,736,000	40,527,000
1925	417,952,785	7,941,000	171,459,665	176,787,793	62,386,550
1926	459,806,957	8,736,000	211,230,950	178,779,482	56,750,612
1927	491,163,000	9,419,000	212,045,613	196,451,199	55,620,559
1928	494,692,143	9,474,000	201,307,000	234,024,755	59,795,602

In 1928 the production of shingles amounted to 1,569,113,000 shingles, valued at approximately \$4,315,000.00, as compared with 1,427,095,218 shingles in the previous year.

The total quantity of Lumber Exported (water-borne) from all British Columbia Ports in 1928 (exclusive of logs and bolts) amounted to 750,097,609 board feet, over 26% of which was shipped via the Fraser River.

Below is given the destination of Lumber exported from the Fraser River in 1928, with the percentage for each Country, viz:

U. S. Atlantic Coast	40%
Orient	294,
United Kingdom	1177
Canadian Atlantic Coast	84,
Australia	50%
Other Countries	71:

#### DEEP SEA EXPORTS, 1927-1928

	Quantity		Approx. Value	
Commodity	1927	1928	1927	1928
Lumber and Lumber				
Products, Board Feet	212,046,000	201,307,000	\$4,306,115	\$3,900,000
Ore Concentrates, tons	1,163			
Bar Metals (lead and				
zinc) tons	17,418	60,320	2,125,000	5,500,000
Apples, boxes		41,238		67,000
Flour, bbls.		31,430		140,000
Pulp, tons		563		26,000
Hides, tons		209		84,500
General, tons	186	290	16,000	76,468

\$6,447.115 \$9,793,968

#### DEEP SEA IMPORTS, 1927-1928

Commodity	Quantity		Approx. Value	
	1927	1928	1927	1928
Corn, tons	6,841	1,063		
Phosphate Rock	1,765	1,093		
Cork, tons		1,598		
General	1,838	2,188		
	10.444 tons	5.942 to	ns \$300,000	\$203,000

## RECEIPTS AND DISBURSEMENTS FOR YEAR ENDED DECEMBER 31st, 1927-1928

RECEIPTS

	KECETT	1.5		
		1927		1928
Jan. 1 Balance in Bank				
of Toronto				\$ 817.31
Dec. 31 Water Lot Rentals			\$2,870.91	
" 31 Harbour Dues	2,022.00		2,335.80	
" 31 Poplar Island				
Rentals				
		\$5,176.91		5,571.71
" 31 Water Lot Crown				
Grants				13,000.00
" 31 Bank of Toronto,				
loan				410,916.86
		\$5,759.91		\$430,305.88
EIG	SBURSEN	IENTS		
General Expense:				
Administration, Legal				
and Miscellaneous Ex-				
penses	\$3.851.95		\$5,275.47	
Poplar Island Expenses:	φο,σοιισο		φο,=.	
Annual Rental, Repairs				
and Renewal and Miscel-				
laneous Expenses	539.70		241.83	
Capital Account:	507.70		211.00	
Office Furniture	15.00		770.73	
			15.00	
Maps and Plans Fraser River Elevator			15.00	
			424,002.85	
Construction acct.				\$430,305.88
		5+,9+2.00		фтабабаба

To the New Westminster Harbour Commissioners:

Balance in Bank of Toronto

I have examined the Accounts of the Commissioners for the year ended 31st December, 1928, and certify that the above Statement of Receipts and Disbursements is correct.

\$ 817.31

W. GRIFFITHS, Chartered Accountant.

### Port Charges

The Harbour is economically administered and the tariff of rates on shipping is low. NO CHARGE OF ANY DESCRIPTION IS LEVIED ON CARGO by the Port Authority. The following rates are in force:

Harbour Dues: From fifty cents to seven dollars maximum (vessels over 1,000 tons), according to tonnage of vessel, payable on first two entries of a vessel in any one calendar year.

Pilotage: To or from Lightship at mouth of river, one cent per net registered ton and one dollar per foot draught. For shifting from berth to berth while in port, a flat rate of ten dollars for each shift.

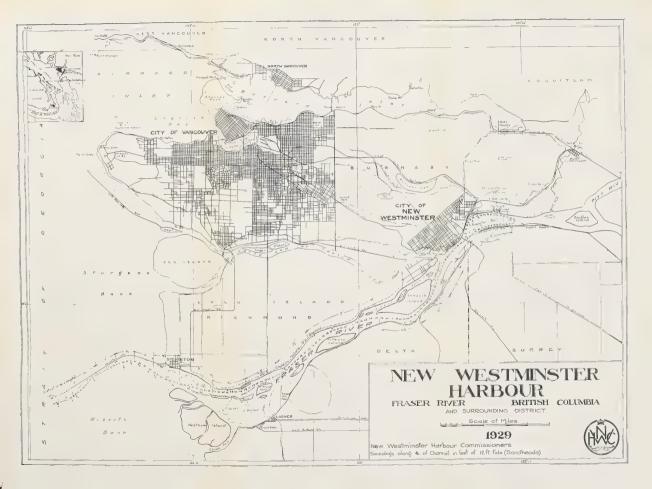
Sick Mariners' Dues: A Dominion Government charge applicable to all ports, payable only once on any one continuous voyage, two cents per net registered ton, payable by any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 113, Part V.).

Bill of Health: One Dollar.

**Disinfection and Fumigation:** Twenty-five cents per 1,000 cubic feet space. Minimum charge, twenty-five dollars.

Pure Water: Twenty cents per 100 cubic feet, or seven cents per ton.

NOTE—Terminal Docks being privately operated, rates for wharfage, storage, handling charges, etc., may be obtained from Operating Company.









CA, FS 196 - A 56

# ANNUAL REPORT FOR THE YEAR 1929

PORT OF

NEW WESTMINSTER

BRITISH COLUMBIA



THE NEW WESTMINSTER HARBOUR COMMISSIONERS



of

# The New Westminster Harbour Commissioners



### FOR THE YEAR 1929



### PERSONNEL OF COMMISSION

F. J. COULTHARD, Chairman.

GEORGE BLAKELEY, Commissioner.

C. A. WELSH, Commissioner.

W. B. ENGLISH, Secretary.

CAPT. JOHN SLATER, Harbour Master.

W. G. SWAN, C.E., M.E.I.C., Consulting Engineer.



## The New Westminster Harbour Commissioners

To The Hon. Pierre Joseph Cardin,
Minister of Marine and Fisheries,

Ottawa, Ontario.

Sir:-

A Report of Operations for the calendar year 1929 is herewith respectfully submitted.

We have the honour to be, Sir,

Yours respectfully,

F. J. COULTHARD, Chairman. C. A. WELSH, Commissioner.





HE year ended December 31st, 1929, was the best in the history of the port of New Westminster, both from the standpoint of the number of deep sea vessels and total volume and value of Exports and Imports. This is the more encouraging when the adverse conditions that affected the lumber trade during the year are considered, lumber being one of the principal commodities exported.

The number of deep sea vessels entered during 1929 was 248, with a net tonnage of 827,762, as compared with 198 vessels of a net tonnage of 625,271, in 1928, an increase of 25%. In this connection it is interesting to note that since the year 1921, with the one exception of 1927, each year has shown a substantial increase in number of vessels over the preceding year, as will be seen from the table of statistics in another part of this Report, which shows how consistent has been the progress of the port.

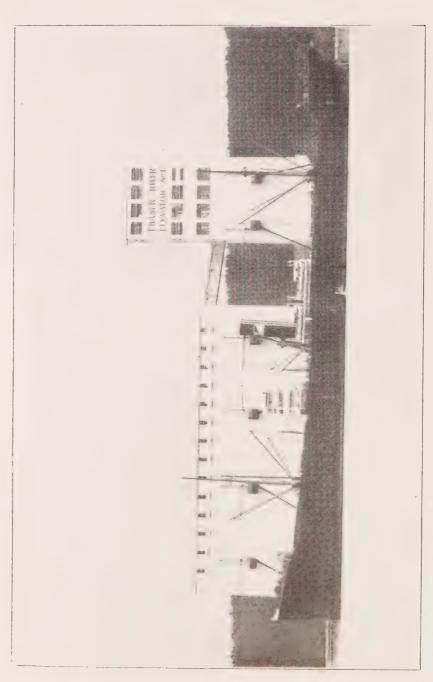
### **EXPORTS**

Total exports for 1929 amounted to 376,836 tons, valued at approximately \$11,199,000.00, as against a total tonnage for the preceding year of 367,313, valued at \$9,800,000.00.

Exports of Lumber and Timber products, including box shooks, totalled 203,936,000 board feet, as against 201,307,000 board feet in 1928.

Bar Meta!—lead and zinc--accounted for 68,259 tons, of which 38,390 tons was destined for the United Kingdom, 27,517 tons for Japan and 2,352 tons for South America, a substantial increase over the preceding year when the total was 60,320 tons.

Other Exports are made up as follows: Apples, 54,075 Boxes; Liquor, 29,560 cases; Canned Salmon, 2,560 cases; Eggs, 8,364 cases; Hides, 39 tons; General Cargo, 817 tons.



S. S. "OLYMPIA" WAS THE FIRST SHIP TO BERTH AT THE ELEVATOR, IN JUNE 1929, WITH A CARGO OF ARGENTINE CORN

With reference to Apples and Eggs, this trade is on'y in its infancy, and with the excellent Co'd and Cool Storage Facilities now provided by the PACIFIC COAST TERMINALS LIMITED, is capable of large expansion. This applies also to other products of field and farm so abundantly produced in the Fraser Valley, Okanagan Valley and other centres of the Province.

### IMPORTS

With imports reaching a total of 12,873 tons, valued at approximately \$433,000.00, a substantial increase is shown over 1928 when the amount was 5,942 tons of a value of \$208,00.00.

### GRAIN

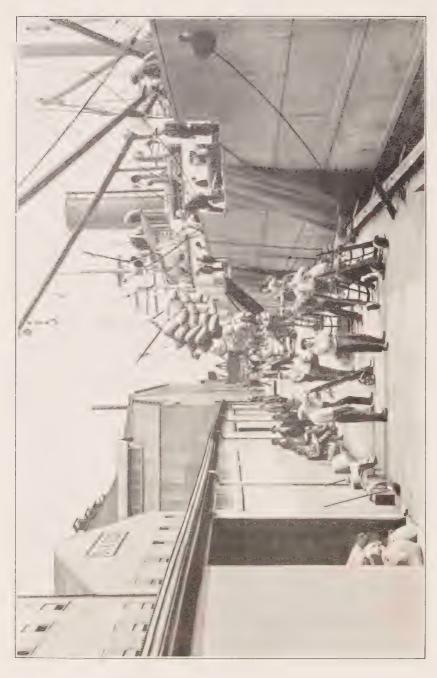
The Fraser River Terminal Grain Elevator (Fraser River Elevator No. 1) was completed in 1929, but too late to obtain a share of that year's Prairie crop; hence there were no exports of this commodity. However, a most modern and efficient house has been provided, with storage capacity of 750,000 bushels, receiving capacity of 100 cars per day and shipping capacity (direct loading from spouts) of 30,000 bushels per hour, and capable of handling during a grain season up to 30,000,000 bushels. Whilst no grain was exported, a considerable quantity of corn from the Argentine and Manchuria for the domestic market was handled by the elevator and large quantities of local grain stored.

#### SHIP CHANNEL

A large appropriation was recently made by the Government for Fraser River Improvements in continuing its policy of permanently improving the channel, which provides for:

- 1. Commencement of construction of a new Jetty on the South side of the River opposite Steveston;
- 2. Further extension to the Stevenson North Jetty;
- 3. Extension to Annieville Training Wall;
- 4. Improvement Works at Sapperton Bar.

The location of the above proposed works are shown on plan accompanying this Report.



DISCHARGING CORN FROM THE ARGENTINE

The depth of water in the channel has not materially changed since last year's report was issued, the controlling depth to New Westminster, on the ordinary high tide (12 foot tide at Sandheads), remaining at 28 feet, and the low water depth being 17 feet. From New Westminster to Fraser Mills and Port Mann, the controlling depth at ordinary high tide is 26 feet and at low tide 21 feet. It is, of course, not to be expected that there will be any material increase in the controlling depth of water until improvement works now being carried on, are completed, which it is anticipated will be in the near future, as the uncompleted portion is the determining factor in this connection. The Improvement Works so far carried out have been most successful in obtaining the desired results, namely, of confining, deepening and straightening the channel at certain limited stretches of it where these works are necessary.

### DEVELOPMENT

During the year under review construction was commenced on the large plant of the B. C. Wood Preserving Company Limited on a site immediately below Fraser Mills and is now well advanced.

Galbraiths Limited, also, have under construction a large modern Saw Mill located on the North Arm of the Fraser River, within the limits of the City of New Westminster, and other important industries have been commenced.

The plant of the Westminster Paper Company Limited, located in the City of New Westminster, was destroyed by fire in July, 1929, but a much larger and fully modern plant is to take its place and at time of writing is nearing completion.

The decision in 1929 of the Canadian National Railways to extend their main line to Lulu Island, continue same along the main river shore and the North Arm, and thus provide direct connection with present and future industries in this locality, was most important. At time of writing this development is proceeding and will involve an expenditure of some \$2,000,000.00. Access to Lulu Island will be gained by means of a modern Steel Bridge, which is now being crected across the North Arm of the River a short distance below the City of New Westminster. A large stretch of waterfront, suitable for industrial sites, with deep water for wharves, will thus be provided with



LOADING LUMBER AND BAR METAL

direct Railway connection, on both the main channel and the North Arm—(see plan herewith).

The Fraser River, along its low lying banks, offers innumerab'e industrial sites, with deep water and rai!way connection, obtainable at reasonable prices. Cost of construction is relatively lower, as owing to the water being fresh and free of toredo pile foundations are durable. These natural advantages are becoming more and more appreciated as is evidenced by the numerous inquiries that are being received from prospective investors.

### **O**bituary

It is with deep regret that the Commissioners have to record the death of their fellow Commissioner the late Geo. Blakeley, which occurred after a short illness, on March 13th, 1930. Mr. Blakeley for many years devoted a great deal of his time and energy to the advancement of the Harbour of New Westminster and his assistance and co-operation as a Commissioner is greatly missed.

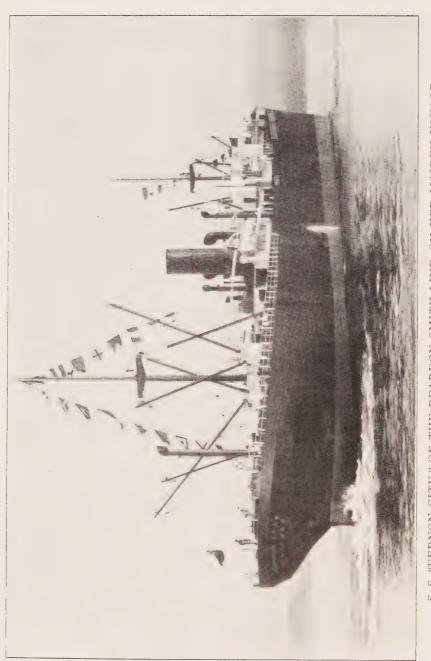
### STATISTICS

Attached are tables of statistics which contain detailed information regarding shipping and business of the port.

### COMPARATIVE RECORD OF SHIPPING, 1921-1929 Deep Sea

Including vessels trading outside Cape Flattery.

	incident vessels cidents	Otterride ctopic	
Year	No. of Vessels	Net Tons	Gross Tons
1921		38,987	No Record
1922	35	100,321	No Record
1923	48	144,973	No Record
1924	100	333,138	525,060
1925		476,420	786,106
1926	175	579,167	926,046
1927		486,603	776,229
1928	198	625,271	1,004,622
1929	248	827,762	1,312,031



S. S. "VERNON CITY," OF THE REARDON SMITH LINE, ON HER MAIDEN VOYAGE

## COMPARATIVE RECORD OF PILOTAGE RECEIPTS 1921-1929

	No. of Vessels on Which Dues were		
Year	Paid	Net Tons	Receipts
1921	57	39,934	\$ 1,429.19
1922	81	101,304	3,515.63
1923	100	146,042	4,830.83
1924	127	317,159	10,134.58
1925	205	499,543	16,184.12
1926	196	583,200	18,603.44
1927	198	463,558	15,289.87
1928	205	629,627	20,674.13
1929	258	812,738	26,197.93

### NATIONALITY OF DEEP SEA VESSELS, 1928-1929

	1928	1929
British	79	106
U. S. A	40	61
Japan	52	45
Norway	12	20
Denmark	10	8
Sweden	2	4
Italy	2	1
Greek		1
German		1
Belgium		1
Panama	1	
Total		248
Total	198	248

#### TIMBER PRODUCTS

The product of the sawmills, shingle mills, box factories and allied industries, on the lower Fraser River, furnish the principal export cargo.

# COMPARATIVE RECORD OF LUMBER PRODUCED AND SHIPPED BY MANUFACTURERS ON THE LOWER FRASER RIVER, 1923-1929

				Shipments	
	Production		Water	Rail	Local
Year	Board Ft.	Approx. Value	Board Ft.	Board Ft.	Board Ft.
1923	290,000,000	\$7,250,000	78,600,000	168,000,000	43,200,000
1924	322,086,000	8,052,000	119,469,000	153,736,000	40,527,000
1925	417,952,785	7,941,000	171,459,665	176,787,793	62,386,550
1926	459,806,957	8,736,000	211,230,950	178,779,482	56,750,612
1927	491,163,000	9,419,000	212,045,613	196,451,199	55,620,559
1928	494,692,143	9,474,000	201,307,000	234,024,755	59,795,602
1929	520,538,698	9,890,000	247,190,233	199,863,278	68,206,674

## COMPARATIVE RECORD OF SHINGLE PRODUCTION ON THE LOWER FRASER RIVER

#### 1927-1929

	Production	
Year	Pieces	Approx. Value
1927	1,427,095,218	\$3,924,000
1928	1,569,113,000	4,315,000
1929	1,239,559,510	3,400,000

Shingles are principally shipped by Rail, Water-borne Exports for 1929 being only 4,400,000 pieces.

Below is given the destination of Lumber Exported, (waterborne), from the Fraser River for the years 1928 and 1929, with the percentage for each country, viz:

	1928	1929
U. S. Atlantic Coast	40%	35%
	29%	24%
United Kingdom	11%	14%
Australia		12%
Canadian Atlantic Coast	8%	4%
Other Countries	7%	11%

### DEEP SEA EXPORTS, 1928-1929

	(	Quantity	Approx. Value	
Commodity	1928	1929	1928	1929
Lumber and Timber Products, Board	204 20 = 000	202.026.000	*2.000.000	<b>*2</b> 000 000
Feet	201,307,000	203,936,000	\$3,900,000	\$3,800,000
Bar Metal (lead and zinc) tons	60,320	68,259	5,500,000	6,800,000
Apples, boxes	41,238	54,075	67,000	112,161
Liquor, cases		29,560		262,246
Flour, bb's	31,430		140,000	
Eggs, cases		8,364		96,490
Pulp, tons	563		26,000	
Hides, tons	209	39	84,500	11,000
Canned Salmon, cases		2,560		27,000
General, tons	290	817	76,468	91,000
			\$9.793.968	\$11.199.897

### DEEP SEA IMPORTS, 1928-1929

	Quantity		Approx. Value	
Commodity	1923	1929	1928	1929
Corn, tons	1,063	7,590		
Salt, tons		950		
Phosphate Rock, tons	1,093	3,248		
Australian Gum wood, tons		73		
Cork, tons	1,598			
General, tons	2,188	1,012		
Total	5,942 tons	12,873 tor	ıs \$208,000	\$433,000

## REVENUE ACCOUNT FOR THE YEAR ENDED 31st DECEMBER, 1929

REVENUES—		
Water Lot Rentals Received	\$3,342.08	
Less		
Collections on account of arrears	90.33	
	3,251.75	
Add		
Rentals for 1929 unpaid	795.33	\$4,047.08
Harbour Dues, Net		2,555.10
Water Lot Grants		2.00
Wage Adjustment		.02
Total Revenue		\$6,604.20
EXPENDITURES—		
Administration, Legal and Miscellaneous		
Expenses	\$6,706.46	
Poplar Island		
Repairs	109.42	
Depreciation:		
Office Furniture, Plans, etc.	115.28	
		6,931.16
Loss on operations		\$ 326.96

Certified correct,
W. GRIFFITHS, C.A.,
Auditor.

### Port Facilities

### PACIFIC COAST TERMINALS LIMITED.

Dock No. 1, Berths A-B-C-D (Quay Wharf): Length at face 1,880 feet. Depth of water at face 34 feet at low water. Berth "A": No shed accommodation. Berth "B": Dry, cool, cold storage and bonded warehouse with 1,800,000 cubic feet capacity. Berth "C": 12,000 square feet with sufferance warehouse. Berth "D": Shed accommodation 4,000 square feet.

Lumber can be delivered by truck, rail or lighter, unloaded and stored in yard and moved to ship's side by Locomotive Cranes.

**Equipment**—Two Brown hoist Locomotive Cranes each 25 ton capacity, capable of moving approximately 200 to 250 M. feet per working day of eight hours. **Dock Lumber Capacity:** waterside, 3 million feet; yards, 25 million feet.

Direct connection with Canadian Pacific Railway, Canadian National Railway and Great Northern Railway. No switching charges. Trackage accommodation for 50 cars, also double track alongside face of dock; 8 switches daily, 4 C. P. R., 4 C. N. R. Water side trackage accommodation, 32 cars. Fresh water and electric light available for vessels.

Dock No. 2 (Quay Wharf): Length at face 363 feet, with overhang can berth 420 foot vessel. Depth of water, 34 feet at low water. B. C. Electric Railway general cargo shed located on property. Trackage accommodation for 6 cars, about 80 feet from Dock face. Dock used principally for overside loading. Fresh water and electric light available for vessels.

Dock No. 3 (Quay Wharf): Length at face 330 feet. By arrangement with adjoining wharf, 250 feet additional is available, giving 580 feet accommodation. Depth of water, 34 feet at low water. Trackage alongside shed will accommodate 6 cars, 115 feet from Dock face. No waterside trackage. Shed accommodation, 3 storey building, 52,000 square feet, and a one storey building 14,900 square feet. Fresh water and electric light available for ships.

Dock No. 4 (Quay Wharf): Length at face 528 feet, Depth of water, 34 feet at low water. Shed accommodation, 12,000 square feet. Trackage 6 cars capacity, about 100 feet from Dock face. No water side trackage. Lumber capacity on Dock, 1 million feet. Dock used chiefly for overside lumber loading from scows. Fresh water and electric light available for vessels.

### CANADIAN WESTERN LUMBER COMPANY LIMITED.

Fraser Mills: Length at Dock face, 1,000 feet. Depth of water at Dock face, 30 feet at low water. Berthing accomodation, 3 ships. Trackage, total accomodation 200 cars. No waterside trackage. Lumber handling facilities, 6 Ross Carriers; 2 large Cranes.

### BRUNETTE LUMBER COMPANY LIMITED.

Brunette Mills: Length at Dock face, 1,200 feet. Depth of water, upper 600 feet, 10 to 15 feet; Lower 600 feet, 30 feet at low water Berthing accommodation, 1 ship. Trackage, 35 car capacity, about 150 feet from Dock face. No waterside trackage. Lumber handling facilities, 3 Miller Carriers, 1 Gerlinger Carrier.

### DOMINION TAR & CHEMICAL COMPANY LIMITED.

Dock at Liverpool (South side Fraser River): Length at face 400 feet. Two oil tanks, capacity 1,750,000 gallons, located 250 feet from Dock with pipe line connection. Depth of water, 30 feet. Trackage, about 250 feet from face of dock, accommodation 8 cars. No waterside trackage.

### GYPSUM, LIME & ALABASTINE, CANADA, LIMITED.

Dock at Liverpool (South side Fraser River): Length at face, 240 feet. Depth of water, 19 feet at low water. Trackage, push car track to face of dock and overhead track to bunkers. Trackage along-side Factory warehouse, in rear of dock, will accommodate 6 cars. Handling facilities, 2 push cars, each 2 ton capacity; 12 trucks, each 1/2 ton capacity.

### FRASER RIVER ELEVATOR No. 1.

Face of Dock, 1,100 feet. Berthing accommodation, 2 vessels. Depth of water, 30 feet at low water. Trackage accommodation amply provided for. Delivery, 2 belts with total capacity of 30,000 bushels per hour. Five spouts.

### Port Charges

The following rates are in force:

**Harbour Dues:** From fifty cents to seven dollars (maximum), according to tonnage of vessel, payable on first two entries of a vessel only in any one calendar year.

Pilotage: To or from Lightship at mouth of River, one cent per net registered ton and one dollar per foot draught. For shifting from berth to berth while in Port, a flat rate of ten dollars for each shift.

**Sick Mariners' Dues:** A Dominion Government charge applicable to all Ports, payable only once on any one continuous voyage, two cents per net registered ton, payable on any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 113, Part V.).

Bill of Health: One Dollar.

**Disinfection and Fumigation:** Twenty-five cents per 1,000 cubic feet space. Minimum charge twenty-five dollars.

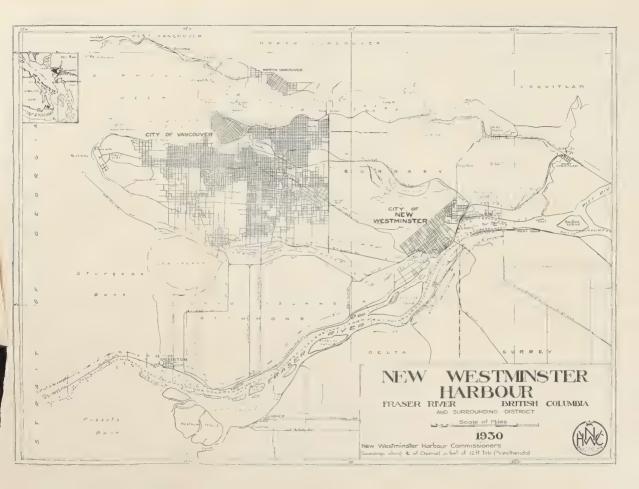
**Pure Water:** Twenty cents per 100 cubic feet, or seven cents per ton.

NO CHARGE OF ANY DESCRIPTION IS LEVIED ON CARGO by the Port Authority.

NOTE--Terminal Docks being privately operated, rates for wharf age, storage, handling charges, etc., may be obtained from Operating Company.

JACKSON PRINTING COMPANY
NEW WESTMINSTER
B. C.

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Covernment Publics

# PORT OF NEW WESTMINSTER

eads the publishment of

BRITISH COLUMBIA

# ANNUAL REPORT

FOR THE YEAR 1930



THE NEW WESTMINSTER HARBOUR COMMISSIONERS



.. of ..

### The New Westminster Harbour Commissioners



For the Year 1930

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### PERSONNEL OF COMMISSION

F. J. COULTHARD, Chairman.

C. A. WELSH.

Commissioner.

WILLIAM GIFFORD, Commissioner, (Appointed March, 1931).

W. B. ENGLISH.

Secretary.

CAPT. JOHN SLATER, Harbour Master.

W. G. SWAN, C.E., M.E.I.C., Consulting Engineer.



# The New Westminster Harbour Commissioners

0 \$ 30

April 15th, 1931.

To The Hon. Alfred Duranleau, K.C., Minister of Marine,

Ottawa, Ontario.

Sir:-

A Report of Operations for the calendar year 1930 is herewith respectfully submitted.

We have the honour to be, Sir,

Yours respectfully,

F. J. COULTHARD, Chairman.C. A. WELSH, Commissioner.WILLIAM GIFFORD, Commissioner.



THE PORT OF NEW WESTMINSTER.

Offo

1TH total entries of 297 deep sea ships, having an aggregate net tonnage of 994,637, and with an increased volume and value of both exports and imports, the year ended December 31st, 1930, established another record for the Port of New Westminster, and this in the face of a declining world's trade due to the economic depression generally prevailing during that year. This compares with 248 ships in 1929, an increase of about 20%.

### **EXPORTS**

Total exports amounted to 395,340 tons, valued at approximately \$12,126,000.00, compared with 376,836 tons of a value of \$11,199,000.00 in 1929.

Lumber and Timber Products, including box shooks, shingles and lath, amounted to 188,585,818 board feet (equivalent to 282,-878 tons), a slight decrease from the previous year's shipments which totalled 203,936,000 board feet.

Bar Metal—lead and zinc—on the other hand shows a very decided increase, the amount being 105,039 tons, as compared to 68,259 tons in 1929, of which the United Kingdom took 69,934 tons; Japan 25,866 tons; Europe 8,405 tons and South America 834 tons.

Other exports are made up as follows: Liquor, 120,564 cases (3.515 tons); apples, 63,125 boxes (1.578 tons); canned salmon, 23,425 cases (937 tons); general cargo, 1,593 tons.

#### **IMPORTS**

With total imports amounting to 36,270 tons, valued at approximately \$1,269,500.00, a large increase is shown as compared to the previous year when the figures were 12,873 tons of a value of \$433,000.00.



PLANT OF PACIFIC COAST TERMINALS, NEW WESTMINSTER, B. C.

### SHIP CHANNEL

During the year a large amount of channel improvement work of a permanent nature was carried out by the Government, including:

- (a) Commencement of the first section—some 8,000 feet—of the new South Jetty, running parallel to the channel on the Sandheads, the contract for this very important work having been let in the fall of the year and the work continuously carried on since.
- (b) Commencement of construction of a 3,000-foot extension to the Steveston North Jetty, which work, at time of writing, is well advanced and good results already in evidence. The work is expected to be completed at an early date, bringing this jetty, which altogether is over five miles in length, to deep water and providing a continuous deep channel following the jetty, from the land mouth across the Sandheads to the entrance to the river in the Gulf of Georgia. On completion of the work it is proposed to erect a suitable light and fog signal at the outer end, thus obviating the necessity of maintaining a lightship at the immediate entrance
- (c) Construction of a 900-foot extension to the Annieville training wall, just below the City of New Westminster, which was completed towards the end of the year, the object of the work being to divert a greater volume of water through the main channel so that it will keep scoured out.

As a result of these and other works already completed the channel has been greatly improved, but the full benefit, of course, will not be obtained until all the works are completed. It is only at certain limited stretches of the river that these works are necessary, the river otherwise having a natural channel of a depth of about 40 feet at low water and of sufficient width.

As will be seen from the plan attached to this report, the controlling depth of water to New Westminster, on ordinary high tide (12-foot tide at Sandheads) is 30 feet and at low water 18 feet. From New Westminster to Fraser Mills and Port Mann the



A TRAIN LOAD OF APPLES FROM OKANAGAN VALLEY, BRITISH COLUMBIA, FOR SHIPMENT TO UNITED KINGDOM.



LOADING APPLES AT THE DOCK OF THE PACIFIC COAST TERMINALS LIMITED.

controlling depth at ordinary high tide is 29 feet and at low water 24 feet.

In the Fall of 1929 the Canadian Hydrographic Service of the Department of Marine completed a survey of the harbour and charts were available in April 1930, in four sections. Copies of these charts may be obtained through the Commissioners at a nominal cost of one dollar per set.

#### STEAMSHIP LINES

The following lines have regular sailings from the Port of New Westminster:

Blue Star Line
Canadian Australasian Royal Mail Line
Canadian National Steamships
Compagnie Generale Transatlantique Line
Compagnie Maritime Belge Line
Danish East Asiatic Line
Donaldson Line
Harrison Direct Line
Isthmian Line
Oceanic & Oriental Navigation Co.
Pacific Atlantic Line
Reardon-Smith Line
Yamashita Kisen Kaisha Line.

Other lines calling at the port consist chiefly of chartered vessels.

#### DEVELOPMENT

In 1930 economic conditions generally prevailing throughout the world, were not favorable for starting new industrial projects, but signs point to an early improvement and the establishment of further important industries on the Fraser River. However, the year saw the completion of several important industries, including the plant of the B. C. Wood Preserving Company Ltd, located immediately East of the City of New Westminster; the



AN ORCHARD SCENE IN THE OKANAGAN VALLEY British Columbia produces annually about 4,000,000 boxes of apples.

modern plant of the Westminster Paper Company Ltd. and the large saw mill of Galbraiths Limited, the two latter being located in the City of New Westminster on the North Arm of the river.

Good progress, also, was made by the Canadian National Railways in connection with their railway development work on Lulu Island which is now nearing completion. It will connect up with their main line at the City of New Westminster a large area of very desirable waterfront property, both on the main river and on the north arm, suitable for industries and docks with, on the main river, deep water for the berthing of ocean going ships, besides furnishing direct connection to present industries. (See plan herewith.)

On March 6th, 1931, Mr. William Gifford was appointed a Commissioner in succession to the late Geo. Blakeley. Mr. Gifford will bring to this Commission the experience of many years spent in the public life of the community.

### STATISTICS

Attached are tables of statistics which contain detailed information regarding shipping and business of the port.

### COMPARATIVE RECORD OF SHIPPING, 1921-1930 Deep Sea

Including vessels trading outside Cape Flattery.

Year	No. of Vessels	Net Tons	Gross Tons
1921		38,987	No Record
1922	35	100,321	No Record
1923	48	144,973	No Record
1924	100	333,138	525,069
1925	150	476,420	786,106
1926	175	579,167	926,046
1927	153	486,603	776,229
1928	198	625,271	1,004,622
1929		827,762	1,312,031
1930	297	994,673	1,578,189



CANADIAN WESTERN LUMBER COMPANY, LIMITED.



LUMBER ASSEMBLED ON DOCK OF CANADIAN WESTERN LUMBER COMPANY, LIMITED, FOR SHIPMENT TO JAPAN.

In the foreground reading from left to right: Hon. Mr. Yedo, Japanese Consul at Vancouver; H. J. Mackin, President, Canadian Western Lumber Company, Limited; Hon. Mr. Tokogawa, Japanese Imperial Government Embassador at Ottawa, and Mr. T. Noratake, Manager Tamura & Company, Vancouver.

### COMPARATIVE RECORD OF PILOTAGE RECEIPTS 1921-1930

No.	of Vessels		
Year	n which	Net Tons	Receipts
Dues	were Paid.		
1921	5 <i>7</i>	39,934	\$ 1,429.19
1922	81	101,304	3,515.63
1923	100	146,042	4,830.83
1924	127	317,159	10,134.58
1925	205	499,543	16,184.12
1926	196	583,200	18,603.44
1927	198	463,558	15,289.87
1928	205	629,627	20,674.13
1929	258	812,738	26,197.93
1930	304	996,646	31,877.97

### NATIONALITY OF DEEP SEA VESSELS, 1929-1930.

	1929	1930
British	106	111
U. S. A	61	86
Japan	45	41
Norway	20	35
French		8
Denmark	8	7
Sweden	-1	3
Italy	1	
Greek	1	
German	1	1
Belgium	1	.5
Total	248	297



AN AERIAL VIEW OF FRASER RIVER ELEVATOR NO. 1.

### Comparative Record of Lumber Produced and Shipped by Manufacturers on the Lower Fraser River, 1923-1930.

				Shipments.	
	Production	a Approx.	Water	Rail	Loca1
Υear	Board Ft.	Value	Board Ft.	Board Ft.	Board Ft.
1923	290,000,000	\$7,250,000	78,600,000	168,000,000	43,200,000
1924.	322,086,000	8,052,000	119,469,000	153,736,000	40,527,000
1925	417,952,785	7.941,000	171,459,665	176,787,793	62,386,550
1926	459,806,957	8,736,000	211,230,950	178,779,482	56,750,612
1927	491,163,000	9,419,000	212,045,613	196,451,199	55,620,559
1928	494,692,143	9,474,000	201,307,000	234,024,755	59,795,602
1929 .	520,538,698	9,890,000	247,190,233	199,863,278	68,206,674
1930	445,247,843	7,124,000	227,163,260	151,778,294	74,394,630

### COMPARATIVE RECORD OF SHINGLE PRODUCTION ON THE LOWER FRASER RIVER 1927-1930

	Production.	
Year	Pieces	Approx. Value
1927	1,427,095,218	\$3,924,000
1928	1,569,113,000	4,315,000
1929	1,239,559,510	3,400,000
1930	926,401,960	2,316,000

Shingles are principally shipped by rail, water-borne exports for 1930 being 15,404,400 pieces.

Below is given the destination of lumber exported (waterborne), from the Fraser river for the years 1929 and 1930 with the percentage for each country, viz:

	1929	1930
U. S. Atlantic Coast	35%	40%
Orient	24%	19%
United Kingdom	14%	13%
Australia	12%	9%
Canadian Atlantic Coast	1%	8%
Other Countries	11%	11%

### DEEP SEA EXPORTS, 1929-1930

Commodity.	Ou	antity.	Approx	. Value.
	1929	1930	1929	1930
Lumber and Timber				
Products, board feet	203,963,000	188,586,000	\$3,800,000	\$3,265,200
Bar Metal, lead and				
zinc, tons	68,259	105,039	6,800,000	7,352,730
Apples, boxes	54,075	63,125	112,161	126,250
Liquor, cases	29,560	120,564	262,246	1,086,076
Eggs, cases	8,364		96,490	
Hides, tons	39		11,000	
Canned Salmon, cases	2,560	23,425	27,000	187,400
General, tons	817	1,593	91,000	109,020

\$11,199,897 \$12,126,676

### DEEP SEA IMPORTS, 1929-1930.

,,							
Commodity.	Quantity.						
	1929	1930	1929	1930			
Corn, tons	7,590	14,615					
Salt, tons	950	954					
Phosphate Rock, tons	3,248	2,407					
Australian Gum Wood,							
tons	73						
C. I. Pipe, tons		3,661					
Steel Rails, tons		6,175					
General, tons	1,012	8,458					
Total	12,873 tons	36,270 tons	\$433,000	\$1,269,508			

### COMPARATIVE RECORD OF DEEP SEA EXPORTS AND IMPORTS, 1927-1930

Year	EXPORTS Total Cargo	IMPORTS Total Cargo		S & IMPORTS and Total
	Tons.	Tons.	Tons.	Approx. Value
1927	336,767	10,444	347,211	\$ 6,747,000
1928	367,313	5,942	373,255	10,001,968
1929	376,836	12,873	389,709	11,632,897
1930	395,340	36,270	431,610	13,396,184

### REVENUE ACCOUNT FOR THE YEAR ENDED DECEMBER 31st, 1930.

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NEVENCES	
Water lot rentals received	\$3,590.08
Less:	
Collections on account of arrears	38.33
	\$3,551.75
Add:	
Rentals for 1930 unpaid	. 1,095.33
	\$4,647.08
Harbour dues, net	2,877.10
Debenture registration fees	
Total Revenue	\$7,545.43
EXPENDITURES	
Administration, legal and miscellaneous expense	es \$6,992.68
Poplar Island expense	23.38
Depreciation:	
Office furniture, etc.	104.33
	\$7,120.39
Profit on operations	\$ 425.04

Certified correct.

W. GRIFFITHS, C.A., Auditor,

### Port Facilities

### 0110

### PACIFIC COAST TERMINALS LIMITED

Dock No. 1, Berths A-B-C-D (Quay Wharf): Length at face, 1,880 feet. Depth of water at face 34 feet at low water. Berth "A": No shed accommodation. Berth "B": Dry, cool, cold storage and bonded warehouse with 1,800,000 cubic feet capacity. Berth "C": 12,000 square feet with sufferance warehouse. Berth "D": Shed accommodation 4,000 square feet.

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Equipment: Two Brown hoist locomotive cranes, each 25ton capacity, capable of moving approximately 200 to 250 M. feet per working day of eight hours. DOCK LUMBER CAPACITY: Waterside, 3 million feet; vards, 25 million feet.

Direct connection with Canadian Pacific Railway, Canadian National Railway and Great Northern Railway. No switching charges. Trackage accommodation for 50 cars, also double track alongside face of dock; 8 switches daily, 4 C.P.R., 4 C.N.R. Water side trackage accommodation, 32 cars. Fresh water and electric light available for vessels.

Dock No. 2 (Quay Wharf): Length at face 363 feet, with overhang can berth 420-foot vessel. Depth of water, 34 feet at low water. B. C. Electric Railway general cargo shed located on property. Trackage accommodation for 6 cars, about 80 feet from dock face. Dock used principally for overside loading. Fresh water and electric light available for vessels.

Dock No. 3 (Quay Wharf): Length at face 330 feet. By arrangement with adjoining wharf, 250 feet additional is available, giving 580 feet accommodation. Depth of water, 34 feet at low water. Trackage alongside shed will accommodate 6 cars, 115 feet from dock face. No waterside trackage. Shed accommodation, three-storey building, 52,000 square feet, and a one-storey building 14,900 square feet. Fresh water and electric light available for ships.

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### CANADIAN WESTERN LUMBER COMPANY LIMITED

Fraser Mills: Length at dock face, 1,000 feet. Depth of water at dock face, 30 feet at low water. Berthing accommodation, 3 ships. Trackage, total accommodation 200 cars. No waterside trackage. Lumber handling facilities, 6 Ross carriers; 2 large cranes.

### BRUNETTE LUMBER COMPANY LIMITED

Brunette Mills: Length at dock face, 1,200 feet. Depth of water, upper 600 feet, 10 to 15 feet; lower 600 feet, 30 feet at low water. Berthing accommodation, 1 ship. Trackage, 35-car capacity, about 150 feet from dock face. No waterside trackage. Lumber handling facilities, 3 Miller carriers, 1 Gerlinger carrier.

### DOMINION TAR & CHEMICAL COMPANY, LIMITED.

Dock at Liverpool (South side Fraser River): Length at face 400 feet. Two oil tanks, capacity 1,750,000 gallons, located 250 feet from dock with pipe line connection. Depth of water, 30 feet. Trackage, about 250 feet from face of dock, accommodation, 8 cars. No waterside trackage.

### GYPSUM, LIME & ALABASTINE, CANADA, LIMITED.

Dock at Liverpool (South side Fraser River): Length at face. 240 feet. Depth of water, 19 feet at low water. Trackage, push car track to face of dock and overhead track to bunkers. Trackage alongside factory warehouse, in rear of dock, will accommodate 6 cars. Handling facilities, 2 push cars, each 2-ton capacity; 12 trucks, each 1/2-ton capacity.

### FRASER RIVER ELEVATOR, NO. 1.

Face of dock, 1,100 feet. Berthing accommodation, 2 vessels. Depth of water, 30 feet at low water. Trackage accommodation amply provided for. Delivery, 2 belts with total capacity of 30,000 bushels per hour. Five spouts.

The following rates are in force:

### Port Charges

Harbour Dues: From fifty cents to seven dollars (maximum), according to tonnage of vessel, payable on first two entries of a vessel only in any one calendar year.

Pilotage: To or from Lightship at mouth of river, one cent per net registered ton and one dollar per foot draught. Minimum twenty-five dollars. For shifting from berth to berth, ten dollars, with an additional five dollars where a shift requires passage through Westminster bridge.

Sick Mariners' Dues: A Dominion Government charge applicable to all ports, payable only once on any one continuous voyage, two cents per net registered ton, payable on any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 113, Part V.)

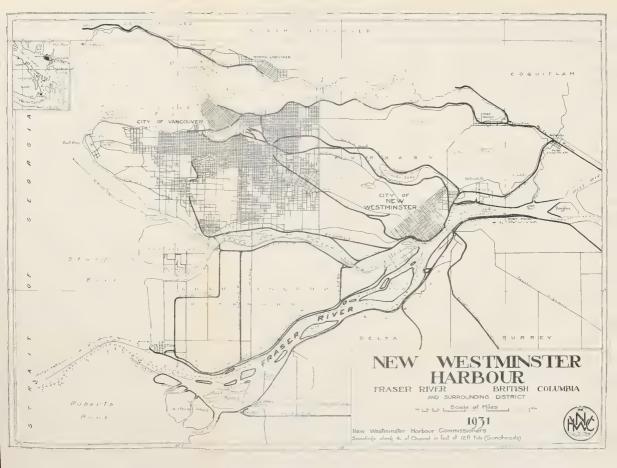
Bill of Health: One dollar.

Disinfection and Fumigation: Twenty-five cents per 1,000 cubic feet space. Minimum charge twenty-five dollars.

Pure Water: Twenty cents per 100 cubic feet, or seven cents per ton.

NO CHARGE OF ANY DESCRIPTION IS LEVIED ON CARGO by the Port Authority.

NOTE:—Terminal Docks being privately operated, rates for wharfage, storage, handling charges, etc., may be obtained from Operating Company.











# PORT OF NEW WESTMINSTER

BRITISH COLUMBIA

# ANNUAL REPORT

FOR THE YEAR 1931



THE NEW WESTMINSTER HARBOUR COMMISSIONERS



### ANNUAL REPORT

05

# The New Westminster Harbour Commissioners



### FOR THE YEAR 1931



### PERSONNEL OF COMMISSION

F. J. COULTHARD, Chairman.

C. A. WELSH,
Commissioner.

WILLIAM GIFFORD, Commissioner.

W. B. ENGLISH, Secretary.

CAPT. JOHN SLATER, Harbour Master.

W. G. SWAN, C.E., M.E.I.C., Consulting Engineer.



# The New Westminster Harbour Commissioners



June 25th, 1932.

To The Hon. Alfred Duranleau, K.C., Minister of Marine,

Ottawa, Canada.

Sir:-

A Report of Operations for the calendar year 1931 is herewith respectfully submitted.

We have the honour to be, Sir,

Yours respectfully,

F. J. COULTHARD, Chairman.

C. A. WELSH, Commissioner.

WILLIAM GIFFORD, Commissioner.



HARBOUR COMMISSIONERS

## ANNUAL REPORT 1931



THE origin of the Port of New Westmirster dates back to 1859 when by proclamation of the 15th June of that year, the Port of Queensborough (as New Westminster was then called), was established and the limits of the harbour defined. Records show that before Confederation there was a very considerable amount of shipping on the Fraser River, New Westminster being then the only Port on the Mainland of British Columbia. Lumber-the first shipment of which commodity to Australia, about 150,000 board feet, is reported to have been made in 1863—and Canned Salmon was included in the early exports of the Port. At a later period, with the advent of the Canadian Pacific Railway and the changed conditions which thereby resulted, Fraser River Shipping declined, although Lumber continued to be shipped to some extent. The last decade, however, has witnessed a remarkable revival of shipping on the Fraser River accounted for by the changed conditions brought about by the opening of the Panama Canal, the expanding markets of the Orient and, also, to the natural economic advantages which the River offers to Industry and Shipping—and practically each year during that period shows an increase, until in 1931, a total of 301 Deep Sca Ships, with an aggregate net tonnage of 1,052,865, was reached, compared to 297 ships in the previous year. The inward and outward cargo amounted to 434,009 tons, compared to 431,610 tons in 1930.

### **EXPORTS**

Total exports amounted to 420,544 tons, valued at approximately \$15,954,000.00, compared to 395,340 tons of a value of \$12,126,000.00 in 1930.

Lumber and Timber Products, including box shooks, shingles and lath to the extent of 168,583,019 board feet (equivalent to 253,-433 tons) was shipped to World markets, compared with 188,585,818 board feet in 1930, a decrease of slightly over 10%.



A SECTION OF THE HARBOUR OF NEW WESTMINSTER

Photo by Stride

Exports of Bar Metal—lead and zinc—totalled 151,725 tons, (practically a 50% increase over the previous year when the amount was 105,039 tons), of which 100,283 tons went to the United Kingdom; 28,504 tons to Japan; 19,379 tons to Europe, and 3,559 tons to South America.

Other Exports were: Liquor, 155,887 cases (4,286 tons); Apples, 96,630 Boxes (2,415 tons); Canned Salmon, 26,933 cases (1,010 tons); Eggs, 8,366 cases (209 tons); Broom Handles, 9,635 Bundles (289 tons); Hides, 326 tons; Wheat, 61,417 Bushels (1,842 tons); General, 5,009 tons.

#### IMPORTS

Inward cargo amounted to 13,465 tons, valued at \$444,400.00, compared to 36,270 tons of a value of \$1,269,500.00 in 1930.

#### SHIP CHANNEL

The Government carried out a very considerable amount of improvement work to the channel during the year.

THE SOUTH JETTY—8,000 feet in length—was commenced in 1930 and the work proceeded continuously during 1931 and was practically completed by the end of that year, but the lower part of the Jetty still has to be raised to level. This Jetty closes an outlet at the Sandheads, to the Southward, through which a large volume of water was escaping, and its purpose is to divert this flow of water down the natural channel of the river.

The 3,000 foot extension to the NORTH JETTY, at the Sandheads, is not yet completed, but work on it was being steadily carried out during the year under review and is still proceeding and it is expected will be finished in the near future. With this work completed the Jetty will be about six miles in length. Early in 1932, the work on this section had progressed far enough to give practical results. At the point where this new section commenced (Buoy No. 9), the channel took a rather sharp turn to the Southward, but when the work had advanced to a certain stage, and the foundation mat and a certain amount of rock had been placed in position for the whole distance out, a new straight channel following the Jetty, resulted, and the old channel was gradually closed. This new channel has been in use now for some months, but of course should be im-

FRASER RIVER ELEVATOR

proved considerably when this work has been completed and built up to slightly below high water mark, which is the intention.

The Fraser River has a natural depth of about 35 feet at low water, but there are certain limited stretches, where the river widens out, and where as a result there is a tendency for the silt to deposit, that makes these improvement works necessary, and they are designed to deepen and straighten the channel by confining and directing the natural flow of water. The works above mentioned are in continuation of a comprehensive plan undertaken by the Government some years ago to improve the channel, and which is consistently being carried out, a large part of the work having already been done.

#### HARBOUR LIMITS

The Harbour under the jurisdiction of the Commissioners includes that portion of the main lower Fraser River from the mouth of the River, including adjacent waters of the Gulf of Georgia, to the Easterly end of Douglas Island, at the mouth of the Pitt River, above Port Mann; and that portion of the North Arm of the River from its confluence with the main River at the City of New Westminster to the Westerly boundary of the City.

With the exception of that portion of the Harbour situate below the Easterly end of Tilbury Island, the foreshore and bed of the River is vested in the Dominion Government and is administered by the Harbour Commissioners to whom applications for Water Lot leases should be made. Below the Easterly end of Tilbury Island the Foreshore and bed of the River is under the jurisdiction of the Province of British Columbia.

### STEAMSHIP LINES

The following Lines have regular sailings from the Port of New Westminster:—

Blue Star Line Ben Line Canadian National Steamships Compagnie Generale Transatlantique Line Danish East Asiatic Line Donaldson Line Grace Line



Above: PACIFIC COAST TERMINALS LTD. Lower Right: APPLES IN STORAGE Lower Left: ONIONS IN STORAGE

Harrison Line
Isthmian Line
Lloyd Royal Belge Line
Mitsui & Company
Oceanic & Oriental Navigation Company
Pacific Argentine Brazil Line
Reardon-Smith Line
Tacoma Oriental Steamship Company
Transatlantic Steamship Company Ltd.
Yamashita Kisen Kaisha Line

### DEVELOPMENT

In November last a contract was let by the Commissioners for the construction of a twenty foot addition to the Fraser River Elevator Dock, along its 1,100 foot face, and the laying of berthside trackage on the Dock. This work, now completed, was carried out satisfactorily. Arrangements are being made to lease the elevator and it is anticipated that this will be effected in ample time to assure the handling of a share of the 1932 grain crop.

As a direct result of the Lulu Island Extension of the Canadian National Railways, an important industry has been established by The Canada Rice Mills Limited near Woodwards Landing, Lulu Island, some ten miles below the City of New Westminster. During the year work was commenced by them on a dock 400 feet in length to accommodate Ocean Going Vessels, to permit the discharging of their raw product, and a Warehouse, with a capacity of 10,000 tons, has been erected alongside the dock. A large Mill is also in course of erection and will soon be completed. Already several Deep Sea Vessels have discharged at the Plant. The finished product will be shipped out over the lines of the Canadian National Railways.



### STATISTICS

Attached are tables of statistics which contain detailed information regarding shipping and business of the port.

## COMPARATIVE RECORD OF SHIPPING, 1921-1931 Deep Sea

Including vessels trading outside Cape Flattery

Year	No. of Vessels	Net Tons	Gross Tons
1921	13	38,987	No Record
1922	35	100,321	No Record
1923	48	144,973	No Record
1924	100	333,138	525,069
1925	150	476,420	786,106
1926	175	579,167	926,046
1927	153	486,603	776,229
1928	198	625,271	1,004,622
1929	248	827,762	1,312,031
1930	297	994,673	1,578,189
1931	301	1,052,865	1,690,634

## COMPARATIVE RECORD OF PILOTAGE RECEIPTS 1921-1931

	No. of Vessels on which		
Year	Dues were Paid	Net Tons	Receipts
1921	57	39,934	\$ 1,429.19
1922	81	101,304	3,515.63
1923	100	146,042	4,830.83
1924	127	317,159	10,134.58
1925	205	499,543	16,184.12
1926		583,200	18,603.44
1927		463,558	15,289.87
1928	205	629,627	20,674.13
1929	258	812,738	26,197.93
1930		996,646	31,877.97
1931	303	1,039,047	32,767.40

### NATIONALITY OF DEEP SEA VESSELS 1930-1931

	1930	1931
British	111	98
U. S. A	86	78
Japan	41	36
Norway :	35	36
French		13
Denmark	7	17
Sweden	3	9
German	1	4
Belgium	5	9
Holland		1
	·	
	297	301

# COMPARATIVE RECORD OF LUMBER PRODUCED AND SHIPPED BY MANUFACTURERS ON THE LOWER FRASER RIVER—1923-1931

			Shipments			
	Production	Approximate	Water	Rail	Local	
Year	Board Ft.	Value	Board Ft.	Board Ft.	Board Ft.	
1923	290,000,000	\$7,250,000	78,600,000	168,000,000	43,200,000	
1924	322,086,000	8,052,000	119,469,000	153,736,000	40,527,000	
1925	417,952,785	7,941,000	171,459,665	176,787,793	62,386,550	
1926	459,806,957	8,736,000	211,230,950	178,779,482	56,750,612	
1927	491,163,000	9,419,000	212,045,613	196,451,199	55,620,559	
1928	494,692,143	9,474,000	201,307,000	234,024,755	59,795,602	
1929	520,538,698	9,890,000	247,190,233	199,863,278	68,206,674	
1930	445,247,843	7,124,000	227,163,260	151,778,294	74,394,630	
1931	328,427,547	4,434,000	200,823,998	81,675,587	58,198,507	

# COMPARATIVE RECORD OF SHINGLE PRODUCTION ON THE LOWER FRASER RIVER

### 1927-1931

Year		Production Pieces	Approx. Value
1927		1,427,095,218	\$3,924,000
1928		1,569,113,000	4,315,000
1929		1,239,559,510	3,400,000
1930	***************************************	926,401,960	2,316,000
1931		712,480,000	1,424,000

Shingles are principally shipped by rail, water-borne exports for 1931 being 27,698,110 pieces.

Below is given the destination of lumber exported (waterborne), from the Fraser River for the past three years with the percentage for each country, viz:

	1929	1930	1931
U. S. Atlantic Coast	35%	40%	28%
Orient	240,	19%	24%
United Kingdom	14%	13%	13%
Australia	12%	9%	19%
California		****	8%
Canadian Atlantic Coast	4%	8%	6%
Other Countries	11%	11%	2%

(NOTE: In 1929-1930 Lumber Shipments to California included in "Other Countries.")

### DEEP SEA EXPORTS-1930-1931

		ntity	Appro	x. Value
Commodity	1930	1931	1930	1931
Lumber and Timber Products, Board				
Feet	188,586,000	168,583,000	\$3,265,200	\$ 2,481,075
Bar Metal, lead and				
zinc, tons	105,039	151,725	7,352,730	10,620,750
Apples, boxes	63,125	96,630	126,250	144,945
Liquor, cases	120,564	155,887	1,086,076	1,870,644
Eggs, cases		8,366		83,660
Hides, tons		326		50,000
Canned Salmon, cases	23,425	26,933	187,400	296,263
Wheat, bushels		61,417		42,992
Broom Handles, tons		289		17,340
General, tons	1,593	5,009	91,000	346,535
			\$12 126 676	\$15,954,204

\$12,126,676 \$15,954,204

### DEEP SEA IMPORTS, 1930-1931

	Quant:		Approx.	
Commodity	1930	1931	1930	1931
Corn, tons	14,615	6,725		
Salt, tons	954	22		
Phosphate Rock, tons	2,407	1,155		
Fertilizer, tons		654		
Bananas, tons		62		
Sulphur, tons		605		
Creosote, tons		238		
C. I. Pipe, tons	3,661			
Steel Rails, tons	6,175			
General, tons	8,458	4,004		
	36,270 tons	13,465 tons \$	\$1,269,508	\$444,411

## COMPARATIVE RECORD OF DEEP SEA EXPORTS AND IMPORTS, 1927-1931

	EXPORTS Total Cargo	IMPORTS Total Cargo	EXPORTS and IMPORTS Grand Total	
Year	Tons	Tons	Tons	Approx. Value
1927	336,767	10,444	347,211	\$ 6,747,000
1928	367,313	5,942	373,255	10,001,968
1929	376,836	12,873	389,708	11,632,897
1930	395,340	36,270	431,610	13,396,184
1931	420,544	13,465	434,009	16,498,615

### REVENUE ACCOUNT FOR THE YEAR ENDED DECEMBER 31st, 1931

REVENUES—		
Water Lot Rentals Received		\$3,994,08
Less		110.22
Collections on account of arrears		442.33
		\$3,551.75
Add		743.33
Rentals for 1931 unpaid		743.33
		\$4,295.08
Less		
Rental for 1924 refunded to Province of British Columbia		200.00
Current Water Lot Revenues		\$4,095.08
Harbour Dues, net		2,746.20
		\$6,841.28
EXPENDITURES—		φο,ο 12.20
Administration, Legal and Miscellaneous Expenses	\$7,677.46	
Depreciation		
Office Furniture, etc.	94.90	E 250 0 0
		7,772.36
Loss on operations		\$ 931.08

Certified correct, W. GRIFFITHS, C.A., Auditor.

### Port Facilities

### PACIFIC COAST TERMINALS LIMITED

Dock No. 1, Berths A-B-C-D (Quay Wharf): Length at face 1,880 feet. Depth of water at face 34 feet at low water Berth "A": No shed accommodation. Berth "B": Dry, coo¹, cold storage and bonded warehouse with 1,800,000 cubic feet capacity. Berth "C": 12,000 square feet with sufferance warehouse. Berth "D": Shed accommodation 4,000 square feet.

Lumber can be delivered by truck, rail or lighter, unloaded and stored in yard and moved to ship's side by locomotive cranes.

**Equipment:** Two Brown hoist locomotive cranes, each 25-ton capacity, capable of moving approximately 200 to 250 M. feet per working day of eight hours. Dock Lumber Capacity: Waterside, 3 million feet; yards, 25 million feet.

Direct connection with Canadian Pacific Railway, Canadian National Railway and Great Northern Railway. No switching charges. Trackage accommodation for 50 cars, also double track alongside face of dock; 8 switches daily, 4 C.P.R., 4 C.N.R. Water side trackage accommodation, 32 cars. Fresh water and electric light available for vessels.

Dock No. 2 (Quay Wharf): Length at face 363 feet, with overhang can berth 420-foot vessel. Depth of water, 34 feet at low water. B. C. Electric Railway general cargo shed located on property. Trackage accommodation for 6 cars, about 80 feet from dock face. Dock used principally for overside loading. Fresh water and electric light available for vessels.

Dock No. 3 (Quay Wharf): Length at face 330 feet. By arrangement with adjoining wharf, 250 feet additional is available, giving 580 feet accommodation. Depth of water, 34 feet at low water. Trackage alongside shed will accommodate 6 cars, 115 feet from dock face. No waterside trackage. Shed accommodation, three-storey building, 52,000 square feet, and a one-storey building 14,900 square feet. Fresh water and electric light available for ships.

Dock No. 4 (Quay Wharf): Length at face 528 feet. Depth of water, 34 feet at low water. Shed accommodation, 12,000 square feet. Trackage, 6 cars capacity, about 100 feet from dock face. No waterside trackage. Lumber capacity on dock, 1 million feet. Dock used chiefly for overside lumber loading from scows. Fresh water and electric light available for vessels.

#### CANADIAN WESTERN LUMBER COMPANY LIMITED

Fraser Mills: Length at dock face, 1,000 feet. Depth of water at dock face, 30 feet at low water. Berthing accommodation, 3 ships. Trackage, total accommodation 200 cars. No waterside trackage. Lumber handling facilities, 6 Ross carriers; 2 large cranes.

#### BRUNETTE LUMBER COMPANY LIMITED

Brunette Mills: Length at dock face, 1,200 feet. Depth of water, upper 600 feet, 10 to 15 feet; lower 600 feet, 30 feet at low water. Berthing accommodation, 1 ship. Trackage, 35-car capacity, about 150 feet from dock face. No waterside trackage. Lumber handling facilities, 3 Miller carriers, 1 Gerlinger carrier.

#### DOMINION TAR & CHEMICAL COMPANY LIMITED

Dock at Liverpool (South side Fraser River): Length at face 400 feet. Two oil tanks, capacity 1,750,000 gallons, located 250 feet from dock with pipe line connection. Depth of water, 30 feet. Trackage, about 250 feet from face of dock, accommodation, 8 cars. No waterside trackage.

### GYPSUM, LIME & ALABASTINE, CANADA, LIMITED

Dock at Liverpool (South side Fraser River): Length at face 240 feet. Depth of water, 19 feet at low water. Trackage, push car track to face of dock and overhead track to bunkers. Trackage along-side factory warehouse, in rear of dock, will accommodate 6 cars. Handling facilities, 2 push cars, each 2-ton capacity; 12 trucks, each ½-ton capacity.

#### FRASER RIVER ELEVATOR No. 1

Face of dock, 1,100 feet. Berthing accommodation, 2 vessels. Depth of water, 30 feet at low water. Trackage accommodation amply provided for. Delivery, 2 belts with total capacity of 30,000 bushels per hour. Six spouts.

#### CANADA RICE MILLS LIMITED

Dock near Woodwards Landing (North side Fraser River): Length at face 400 feet. Depth at low water 27 feet. Warehouse with storage capacity of approximately 10,000 tons.

# Port Charges

The following rates are in force:

**Harbour Dues:** (By-law No. 84, approved by Order-in-Council, P.C. 580, dated March 16th, 1932):

On vessels having a net registered tonnage over ten tons: rate of two cents (2c) per net registered ton, payable on not more than five entries in any one calendar year;

On vessels having a net registered tonnage of ten tons or under: Fifty cents (50c) payable on not more than two entries in any one calendar year;

On vessels having no registered tonnage (or when the registered tonnage is not available): rate of one and one-third cents (1-1/3c) per gross ton, payable on not more than five entries in any one calendar year.

**Pilotage:** To or from Lightship at mouth of river, one cent per net registered ton and one dollar per foot draught. Minimum twenty-five dollars. For shifting from berth to berth, ten dollars, with an additional five dollars where a shift requires passage through Westminster bridge.

Sick Mariners' Dues: A Dominion Government charge applicable to all ports, payable only once on any one continuous voyage, two cents per net registered ton, payable on any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 113, Part  $V_{\rm c}$ ).

Bill of Health: One Dollar.

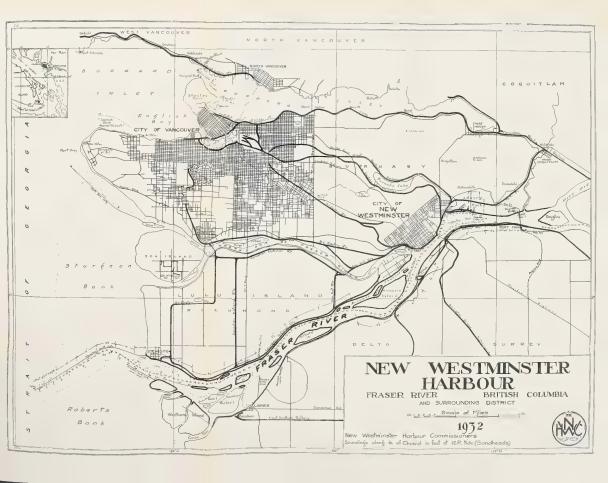
**Disinfection and Fumigation:** Twenty-five cents per 1,000 cubic feet space. Minimum charge twenty-five dollars.

Pure Water: Twenty cents per 100 cubic feet, or seven cents per ton.

No Charge of Any Description is Levied on Cargo by the Port Authority.

NOTE:—Terminal Docks being privately operated, rates for wharfage, storage, handling charges, etc., may be obtained from operating company.





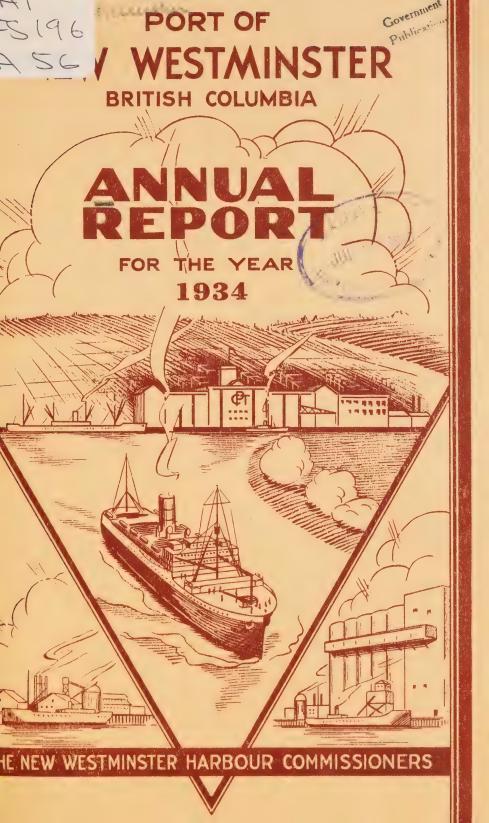






Lacking 1932, 1933







# The New Westminster Harbour Commissioners

March 15th, 1935.

To The Hon. Alfred Duranleau, K.C., M.P., Minister of Marine, Ottawa, Canada.

Sir:--

A Report of Operations for the calendar year 1934 is herewith respectfully submitted.

We have the honour to be, Sir,

Yours respectfully,

F. J. COULTHARD, Chairman.

C. A. WELSH,

Commissioner.

WILLIAM GIFFORD, Commissioner. In Presenting their Annual Report for the year Nineteen Hundred and Thirty-four, the Harbour Commissioners of New Westminster take this opportunity of expressing their sincere appreciation of the unfailing support and co-operation of the Minister of Marine, the Honourable Alfred Duranleau, and his Deputy Minister and Supervisor of Harbour Commissions, and the other officers of the Department at Ottawa, whose kindly interest has been of very material assistance to them.

# ANNUAL REPORT 1934

HE year ending December 31st, 1934, has been a most successful one for the Port and Harbour of New Westminster. For a number of years past the Harbour Commissioners have been in the enviable position of being able to report, year by year, substantial gains in volume of business handled and the year now under review is no exception.

Four Hundred and Fifty-three (453) Ocean-going ships arrived and departed, as compared to 409 in 1933, the aggregate net tennage of these vessels being 1,639,342 and gross tonnage 2,670,630. Cargo handled amounted to 802,426 tons—inward cargo 36,127 tons and outward cargo 766,299 tons. This compares with inward cargo of 20,699 tons and outward cargo of 657,879 tons, last year.

Substantial gains are recorded in exports of lumber, bar metal (lead and zinc), grain, apples, doors and evaporated milk, while decreases are shown in sulphate of ammonia, flour and liquor.

It is worthy of special note that 144,437 doors were shipped from the Port to the U. K., while in the previous year no shipments were made. This can be attributed to the preferential duty in the British markt as a result of the Imperial Trade Agreements, which has stimulated the manufacture of this product in British Columbia.

As indicated above, imports increased by 15,428 tons, the principal increases being in rice, salt, crude oil and general.



SS. CITY OF VICTORIA (3530 net tons)

MS. AMERIKA (6170 net tons)

M.S. HIKAWA MARU (6787 net tons)

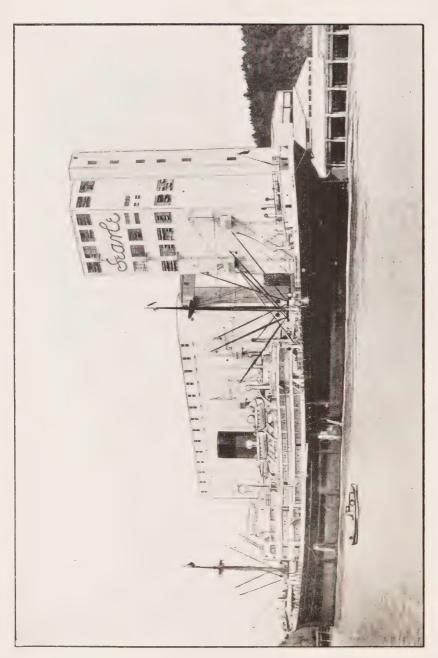
At Pacific Coast Terminals Limited, loading lumber, logs, bar metal and general

## PRINCIPAL DEEPSEA EXPORTS, 1933-1934

	Quantity.		
Commodity.	1933.	1934	
Lumber and Timber Products, ft. b.m.	230,653,076	237,042,182	
Bar Metal: Lead, zinc, cadmium, white metal, tons	181,991	219,494	
Apples, boxes	431,371	481,188	
Liquor, cases	23,774	5,175	
Hides, tons	458	375	
Canned Salmon, cases	12,350	12,908	
Grain, bushels	1,659,740	3,013,980	
Flour, barrels	70,430	45,710	
Sulphate of Ammonia, tons	55,374	44,762	
Evaporated Milk, cases	14,925	42,460	
Doors, pieces		144,437	
Silver Bullion, tons		26	
Wool, tons		238	
Corkboard, tons		317	
Miscellaneous, tons	7.076	14.705	

# PRINCIPAL DEEPSEA IMPORTS, 1933-1934

	Quantity.		
Commodity.	1933.	1934	
	Tons.	Tons.	
Corn	4,540	3,794	
Salt	543	1,456	
Phosphate Rock	1,000	450	
Rice	5,350	9,481	
Sulphur		1,556	
Creosote	1,148	1,043	
Crude Oil	2,777	5,176	
Peanuts		2,698	
Raw Silk		33	
Miscellaneous	5,361	10,440	



SEARLE TERMINAL LIMITED (Fraser River Elevator) SS. WYOMING loading grain for the United Kingdom.

# **EXPORTS BY COUNTRIES** United Kingdom

Omted Kingdom	Tons.	
Lumber	174,504	
Box Shooks	1.878	
Shingles	41	
Bar Metal (lead and zine)	151,059	
Silver Bullion	26	
Apples	12,029	
Grain	81,071	
Flour	3,840	
Wool	238	
Evaporated Milk	1,168	
Canned Salmon	461	
Frozen Fish	343	
Mild Cured Salmon	73	
Deors	2,166	
Shorts	3,254	
Bran	1.788	
Rolled Oats	465	
Oat Feed	408	
Oat Hulls	152	
Alfalfa Meal	104	
Caned Fruit and Vegetables	397	
Pears	152	
Milk Powder	465	
Pulp	181	
Miscellaneous	738	
		437.001
Australia		
Lumber	45.712	
Box Shooks	3,751	
Shingles	20	
Lath	42	
Flour	93	
Sulphate of Ammonia	224	
Onions	89	
Miscellaneous	31	
		49,962



Binder Twine in Warehouse, imported from the United Kingdom, awaiting trans-shipment to the Prairie Provinces. PACIFIC COAST PERMISSALS LIMITED

South Africa	(D	
Lumber	Tons. 4.249	
Shingles	19	
Bar Metal (lead)	21	
- Dai Metai (reati)		4,389
Japan	13.010	
Lumber	43,949	
Bar Metal (lead and zinc)	52,491	
Grain	1,565	
Hides	375	
Sulphate of Ammonia	505	
Pulp	1,029	
Scrap Metal	2,766	
Melting Steel	2-1-1	
White Metal	3	
Miscellaneous	39	102.066
		102,966
China		
Lumber	41,827	
Lath	20	
Fir Ties	5,280	
Bar Metal (lead and zinc)	1.961	
Paper	5	
Sulphate of Ammonia	764	
Manganese Ore	56	
Silicon Ore	56	
		49,978
Europe		
Lumber	1.57.1	
Lath	25	
Bar Metal (lead and zinc	12.318	
Grain Grain	8 697	
Flour	224	
Paper	0.4	
Miscellaneous	134	
Pariscellaneous	IUT	26.066

South America		
	Tons.	
Lumber	1,813	
Box Shooks	8.854	
Bar Metal (lead and zinc)	1.512	
Grain	323	
Flour	414	
Paper	3	
Corkboard	317	
Drill Pipe	103	
Oil Machinery	164	
Paper Bags	20	
Miscellaneous	673	
		14,205
United States of America		
Shingles	5.876	
Lath	117	
Sulphate of Ammonia	4,160	
Liquor	142	
Poultry Peat Moss	81	
Oak Barrels	48	
Hog Fuel	19,018	
Miscellaneous	124	
		29,566
F		
Eastern Canada		
Lumber .	8.514	
Shingles	103	
Rice	893	
Miscellaneous	40	es memors
		9,550
British West Indies		
Lumber	3.236	
Shingles	53	
Box Shooks	25	
Sulphate of Ammonia	7,560	
Miscellaneous		
Misceriancous	5()	10,930
		10,700



THE MODERN PLANT OF THE INTERNATIONAL WOOD PRODUCTS COMPANY, ONE OF THE MANY SAWMILS LOCATED IN THE HARBOUR OF NEW WESTMINSTER

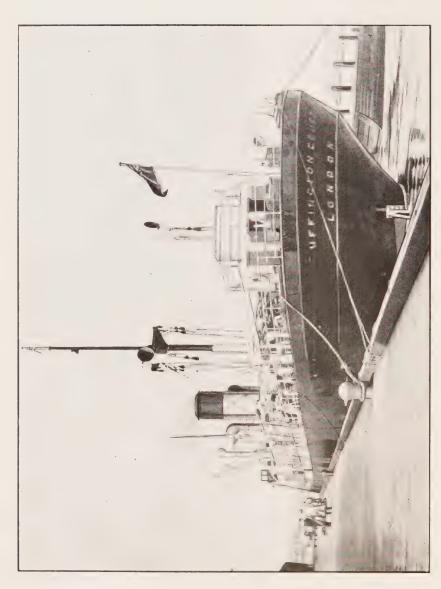


		анвилиния
Dutch East Indies Sulphate of Ammonia	Tons. 4,830	4,830
Hawaiian Islands Sulphate of Ammonia	23,963	23,963
Philippine Islands Sulphate of Ammonia	2,756	2,756
Y 1.		
India Pulp	110	119
Porto Rico	. 18	18
Total Exports	(tons)	766,299
IMPORTS BY COUNTRI	ES	
United Kingdom		
Hardware and Miscellaneous	4,878	4,878
South Africa		
Corn	1.597	1,597
Japan		
Rice Peanuts Creosote Raw Silk Miscellaneous	203	- 2,909



15,000 INDIVIDUAL FROZEN SALMON IN STORAGE FOR SHIPMENT TO JAPAN.

HARBOUR COMMISSIONE	LKS	15
	80311131111181131111111111111111111111	183311111111111111111111111111111111111
China		
Cimia	Tons.	
Rice	2,473	
Peanuts	4,490	4.968
		4,700
F		
Europe		
Phosphate Rock	450	
Miscellaneous	323	
		773
South America		
	700	
Rice	500	
Corn	2,197	
Miscellaneous	388	
		3,085
United States of America		
D:	2,286	
Rice		
Sulphur	1,556	
Crude Oil	5,176	
Miscellaneous	240	
and the second s		9,258
Eastern Canada		
C = 14	1 156	
Salt	1,456	
Hardware and Miscellaneous	4,452	=
_		5,908
British West Indies		
Miscellaneous	25	
miscenancous	2.7	25
India		
Rice	2,716	
Miscellaneous	10	
_		2,726
Total Imports	(tons)	36,127



SS, UFFINGTON COURT with deck load of lumber, fully loaded, Draft 26' 1", ready to depart for the United K ingdom.

#### **GRAIN ELEVATOR**

The Commissioners' grain elevator was leased to the Searle Terminal Limited in September, 1933, for a term of two years with provision made for a renewal for a further two year period, at the option of the Lessee. The elevator has been efficiently operated and the results for the year are satisfactery. Following is a summary of operations:

Stocks in store, January 1st, 1934:		
Wheat	700,000	
Oats	35,000	
-		735,000
Receipts, 1934:		
Wheat	2,842,000	
Oats	55,000	
_		2,897,000
		3,632,000
Shipments, 1934:		
Wheat	2,847,000	
Oats	80,000	
-		2,927,000
Stocks in store, December 31st, 1934:		
Wheat	695,000	
Oats	10,000	
-		705,000





PACIFIC COAST TFRMINALS LIMITED Okanagan Apples in Warehouse for shipment to the United Kingdom.

#### REVENUE

As a result of the year's operations, the financial position of the Commissioners has been improved. Total income on Ordinary Revenue Account amounted to \$37,704.23, an increase of \$4,062.49 over the previous year, and total expenditures \$25,052.52, leaving an Ordinary Revenue Surplus of \$12,651.70, from which, however, the sum of \$5,002.23 must be deducted, being loss sustained in connection with the operation of the Commissioners' grain elevator, thus reducing the net\_surplus to \$7,649.47.

### Ordinary Revenue Account for Year Ended December 31st, 1934.

R

E

levenues:	
Water Lot Rentals received	\$ 3,703.75
Add: Rentals for 1934 unpaid	743.33
Less:	\$ 4,447.08
Reserve for loss on unpaid rentals	705.00
Harbour Dues, net	
Total Ordinary Revenue	\$ 37,704.23
Administration, legal and miscellan- eous expenses	
Total Ordinary Expenses	25,052.53
SURPLUS	\$ 12,651.70
Deduct:	
Loss on grain elevator operations	5,002.23
NET SURPLUS	\$ 7,649,47



THE COLD STORAGE PLANT OF THE PACIFIC COAST TERMINALS LTD.

#### FRASER RIVER CHANNEL

The channel was maintained in a satisfactory condition during the year, the "New Cut", or channel, at the lower reaches of the River, opposite Stevston, being a great improvement. The minimum depth of water on the ordinary high tide (12 foot Sandheads) is now 29 feet, or 20 feet at low tide, from the entrance of the River to New Westminster. From New Westminster to Fraser Mills the minimum depth at high tide is 26 feet, or 21 feet at low tide. The controlling depths are determined by three comparatively short stretches of channel, namely, the new cut opposite Steveston, the Annieville channel below the City of New Westminster, and the Port Mann channel above the New Westminster Bridge, there being ample water in the remainder of the channel. These shallower stretches are being steadily improved through the efforts of the Department of Public Works of Canada.

#### SOUNDING MACHINE

The Department of Public Works has installed an Automatic Recording Echo Sounder on Snagboat SAMSON, which is working satisfactorily and will enable the Department to have soundings taken at the various docks and in the channel at more frequent intervals.

#### LIGHTING SYSTEM

Lights are maintained in an efficient manner and night navigation is now, and has been during the whole of the year, a regular feature of the Port.

#### STEAMSHIP LINES

The following 30 Lines have regular sailing from the Port of New Westminster:

Admiral Line.

Blue Funnel Line.

Blue Star Line.

Compagnie Generale Transatlantique Linc.

Danish East Asiatic Line.

Donaldson Line.

Fred Olsen Line.

Fruit Express Line.

Furness Pacific Line.

Grace Line.

Hamburg-American Line.

Holland-Amerika Line

Inter Ocean Line.

Isthmian Line.

Klaveness Line.

Matson Line.

Nippon Yusen Kaisha Line.

North German Lloyd.

Oceanic & Oriental Navigation Company.

Ocean Shipping Company.

Pacific Argentine Brazil Line.

Royal Mail Line.

Silver Java Pacific Line.

Tacoma Oriental Steamship Company.

Transatlantic Steamship Company Ltd.

Union Steamship Company of New Zealand Lta.

United Ocean Transport Company.

Vancouver-St. Lawrence Line.

Vancouver-West Indies Line.

Yamashita Kisen Kaisha.

# General Statistics

# COMPARATIVE RECORD OF SHIPPING, 1921-34

### Deep Sea

Year.	No. of Vessels.	Net Tons.	Gross Tons.
1921	13	38,987	No Record
1922	. 35	100,321	No Record
1923	48	144,973	No Record
1924	. 100	333,138	525,069
1925	150	476,420	786,106
1926	175	579.167	926,046
1927	153	486,603	776,220
1928	. 198	625,271	1.004,622
1929	248	827,762	1,312,031
1930	297	994,673	1,578,189
1931		1,052,865	1,690,634
1932	311	1,087,878	1,737,429
1933	. 409	1,454,842	2,343,276
1934		1,639,342	2,670,630

### COMPARATIVE RECORD OF PILOTAGE RECEIPTS 1921-1934

	No. of Vessels		
Year.	on which Dues were paid.	Net Tons.	Receipts.
1921	57	39,934	\$ 1,429.19
1922	81	101,304	3,515.63
1923	100	146,042	4,830.83
1924 .	. 127	317,159	10,134.58
1925	205	499,543	16,184.12
1926 .	196	583,200	18,603.44
1927	198	463,558	15,289.87
1928	205	629,627	20,674.13
1929		812,738	26,197.93
1930	304	996,646	31,877.97
1931	303	1.039.047	32,767.40
1932	. 318	1,093,159	33,481.14
1933	406	1,416,636	42,158.99
1934	462	1,671,571	48,181.62

# COMPARATIVE RECORD OF DEEP SEA EXPORTS AND IMPORTS, 1927-1934

	EXPORTS	IMPORTS	EXPORTS	& IMPORTS
	Total Cargo.	Total Cargo.	Gra	and Total.
Year.	Tons.	Tons.	Tons.	Approx. Vaue.
1927	336,767	10,444	347,211	\$ 6,747,000
1928 .	367,313	5,942	373,255	10,001,968
1929	376,836	12.873	389,708	11,632,897
1930	. 395,340	36,270	431,610	13,396,184
1931	420.544	13,465	434,009	16,498,615
1932	. 446,754	14,634	461,388	12,369,686
1933	657,879	20,699	678,578	16,193,840
1934	766,299	36,127	802,426	23,497,021

# NATIONALITY OF DEEP SEA VESSELS 1932-1934

	1932	1933	1934	
British	. 125	179	205	
U. S. A.	69	70	73	
Japan	. 49	51	46	
Norway	. 31	39	55	
French	6	5	8	
Denmark	8	24	17	
Sweden	1.3	14	15	
German	. 1	12	7	
Holland	5	11	18	
Italian	2	1	2	
Panama	1	1	3	
Finnish .	()	1	2	
Chile	1	()	()	
Jugo-Slav	. 0	1	0	
Greece	. 0	0	2	
	-	-		
	311	409	453	

#### COMPARATIVE RECORD OF LUMBER PRODUCED AND SHIPPED BY MANUFACTURERS ON THE LOWER FRASER RIVER, 1923-1934.

#### SHIPMENTS.

Year.	Production. Board Feet.	Approximate Value.	Water. Board Feet.	Rail. Board Feet.	Local. Board Feet.
1923	290,000,000	\$7,250,000	78,600,000	168,000,000	43,200,000
1924	322,086,000	8,052,000	119,469,000	153,736,000	40,527,000
1925	417,952,785	7,941,000	171.459.665	176,787,793	62,386,550
1926	459,806,957	8,736,000	211,230,950	178,779,482	56,750,612
1927	491,163,000	9,419,000	212,045,613	196,451,199	55,620,559
1928	494,692,143	9,474,000	201,307,000	234,024,755	59,795,602
1929	520,538,698	9,890,000	247,190,233	199,863,278	68,206,674
1930	445,247,843	7,124,000	227,163,260	151,778,294	74,394,630
1931	328,427,547	4,434,000	200,823,998	81,675,587	58,198,507
1932	318,687,465	3,825,000	206,131,114	64,494,173	49,794,546
1933	326,757,943	4,248,000	231,697,480	54,217,342	53,722,907
1934	373,559,738	5,603,000	252,754,935	63,573,133	52,406,347

#### COMPARATIVE RECORD OF SHINGLE PRODUCTION ON THE LOWER FRASER RIVER, 1927-1934.

		Production.	
Year.		Pieces.	Approx. Vauc.
1927	***************************************	1,427,095,218	\$ 3,924,000
1928		1,569,113,000	4,315,000
1929		1,239,559,510	3,4()(),()()()
1930		926,401,960	2,316,000
1931		712,480,000	1,424,000
1932	***************************************	777,925,000	1,400,000
1933	***************************************	712,500,000	1,603,000
1934		660,000,000	1,938,000

Shingles are principally shipped by rail, water-borne exports for 1934 being 40,748,000 pieces.

Below is given the destination of lumber exported (water-borne), from the Fraser River for the past five years with the percentage for each country, viz.:

	1930	1931	1932	1933	1934
U. S. Atlantic Coast	40%	28%	9%	4%	Nil
Orient	19%	24%	24%	37 %	26%
United Kingdem	13%	13%	21%	27 %	53%
Australia	9%	19%	35%	26%	14%
California		8%	3%	1 %	Nil
Canadian Atlantic Coast	8%	6%	6%	2%	3%
Other Countries	11%	2%	2%	3%	4%

(NOTE: In 1930 lumber shipments to California included in "Other Countries".).

# Port Facilities

### PACIFIC COAST TERMINALS LIMITED

**Dock No. 1, Berths A-B-C-D (Quay Wharf):** Length at face 1,880 feet. Depth of water at face 34 feet at low water. Berth "A": Shed accommodation 10,000 square feet. Berth "B": Dry, cool, cold storage and bonded warehouse with 1,800,000 cubic feet capacity. Berth "C": 35,000 square feet with sufference warehouse. Berth "D": Shed accommodation 4,000 square feet.

Lumber can be delivered by truck, rail or lighter, unloaded and stored in yard and moved to ship's side by locomotive cranes.

**Equipment:** Two Locomotives for yard and ship's side switching. One Brown hoist locomotive crane, 25-ton capacity, capable of moving approximately 200 M. feet per working day of eight hours. Dock Lumber Capacity: Waterside, 3 million feet; yards 25 million feet.

Direct connection with Canadian Pacific Railway, Canadian National Railway and Great Northern Railway. No switching charges. Trackage accommodation for 136 cars, also double track at ship's side; 8 switches daily, 4 C.P.R., 4 C.N.R. Water side trackage accommodation, 42 cars. Fresh water and electric light available for vessels, and telephone connections at all berths.

Dock No. 2 (Quay Wharf): Length at face 399 feet, with overhang can berth 420-foot vessel. Depth of water, 34 feet at low water. General cargo shed located on property, capacity 6,000 square feet. Trackage accommodation for 6 cars, about 80 feet from dock face. Dock used principally for overside loading. Fresh water, electric light and telephone available for vessels.

Dock No. 3 (Quay Wharf): Length at face 330 feet. By arrangement with adjoining wharf, 250 feet additional is available, giving 580 feet accommodation. Depth of water, 34 feet at low water. Trackage alongside shed will accomodate 6 cars, 115 feet from dock face. No waterside trackage. Shed accommodation, three-storey building, 52,000 square feet, and a one-storey building 14,900 square feet. Fresh water, electric light and telephone available for ships.

Dock No. 4 (Quay Wharf): Length at face 528 feet. Depth of water, 34 feet at low water. Shed accommodation, 12,000 square feet. Trackage, 6 cars capacity, about 100 feet from dock face. No waterside trackage. Lumber capacity on dock, 1 million feet. Dock used chiefly for overside lumber loading from scows. Fresh water, electric light and telephone available for vessels.

#### CANADIAN WESTERN LUMBER COMPANY LIMITED

Fraser Mills: Length at dock face, 1,000 feet. Depth of water at dock face, 30 feet at low water. Trackage, total accommodation 200 cars. No waterside trackage. Lumber handling facilities, 6 Ross carriers; 2 large cranes.

#### BRUNETTE LUMBER COMPANY LIMITED

Brunette Mills: Length at dock face, 1,200 feet. Depth of water, upper 600 feet, 10 to 15 feet; lower 600 feet, 30 feet at .....

low water. Berthing accommodation, 1 ship. Trackage, 35-car capacity, about 150 feet from dock face. No waterside trackage. Lumber handling facilities, 3 Miller carriers, 1 Gerlinger carrier.

#### DOMINION TAR & CHEMICAL COMPANY LIMITED

**Dock at Liverpool (South Side Fraser River)**: Length at face 400 feet. Two oil tanks, capacity 1,750,000 gallons, located 250 feet from dock with pipe line connection. Depth of water, 30 feet. Trackage, about 250 feet from face of dock; accommodation, 8 cars. No waterside trackage.

#### GYPSUM, LIME & ALABASTINE, CANADA, LIMITED

Dock at Liverpool (South Side Fraser River): Length at face 240 feet. Depth of water, 19 feet at low water. Trackage, pushcar track to face of dock and overhead track to bunkers. Trackage alongside factory warehouse, in rear of dock, will accommodate 6 cars. Handling facilities, 2 push-cars, each 2-ton capacity; 12 trucks, each ½-ton capacity.

#### SEARLE TERMINAL LTD., (Fraser River Elevator)

Face at dock, 1,100 feet. Berthing accommodation, 2 vessels. Depth of water, 30 feet at low water. Trackage accommodation amply provided for. Delivery, 2 belts with total capacity of 30,000 bushels per hour. Six spouts. Storage capacity, 800,000 bushels.

#### CANADA RICE MILLS LIMITED

Dock Near Woodwards Landing (North Side Fraser River): Length at face 400 feet. Depth at low water 27 feet. Warehouse with storage approximately 10,000 tons.

# NEW WESTMINSTER, B. C. DOCK & FORWARDING COMPANY LIMITED

**Dock at New Westminster:** Length at face 408 feet. Depth of water 31 feet at low water. Cargo shed 50x150 feet. Trackage. Equipped to handle lumber and all classes of general cargo.

### Port Charges

The following rates are in force:

Harbour Dues: (By-law No. 84, approved by Order-in-Council, P.C. 580, dated March 16th, 1932):

On vessels having a net registered tonnage over ten tons; rate of two cents (2c) per net registered ton, payable on not more than five entries in any one calendar year:

On vessels having a net registered tonnage of ten tons or under: Fifty cents, (50c) payable on not more than two entries in any one calendar year;

On vessels having no registered tonnage, or when the registered tonnage is not available; rate of one and one-third cents (1 1/3c) per gross ton, payable on not more than five entries in any one calendar year.

Pilotage' To or from Lightship at mouth of river, one cent per registered ton and one dollar per foot draught. Minimum twenty-five dollars. For shifting from berth to berth, ten dollars, with an additional five dollars where a shift requires passage through Westminster Bridge.

Sick Mariners' Dues: A Dominion Government charge applicable to all ports, payable only once on any one continuous vovage, two cents per net registered ton, pavable on any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 113, Part V.).

Bill of Health: One Dollar.

Fumigation: Cvanide Process, 371/2c per 1000 cubic feet for the first 400,000 cubic feet; 25c per 1000 cubic feet for the next 200,000 cubic feet; 20c per 1000 cubic feet for all over 600,000 cubic feet.

Pure Water: Twenty cents per 100 cubic feet, or seven cents per ton.

**Port Warden's Fees:** As established by the Council of the New Westminster Board of Trade and approved by Dominion Government Order-in-Council (P.C. No. 1139) of 30th June, 1928, which are the same fees that are in force at other British Columbia Ports.

**Stevedoring:** Is handled entirely under private contract between ship's Agents and the Stevedores.

No Charge of any Description is Levied on Cargo, by the Port Authority.

NOTE: Terminal Docks being privately operated, rates for wharfage, storage, handling charges, etc., may be obtained from operating company.







FINE COLUMBIAN CO. LTD
Printers and Bookbinders
New Westminster, B. C

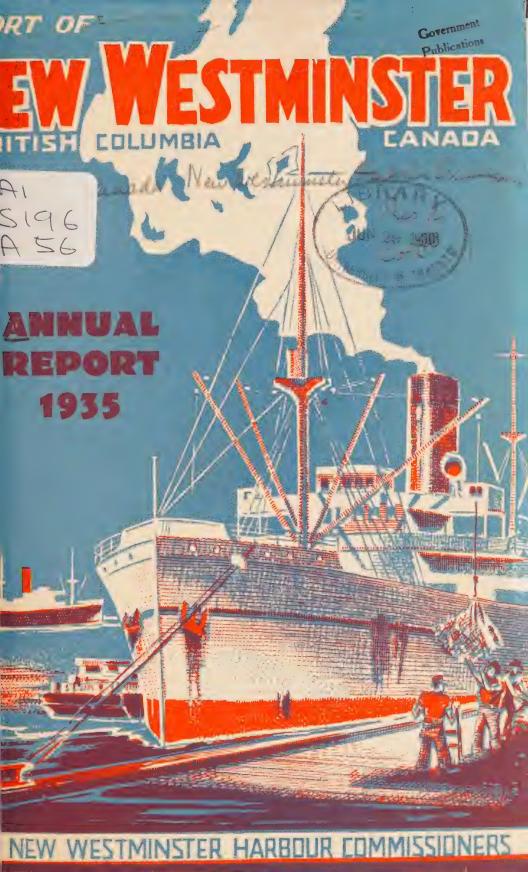
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## ANNUAL REPORT

OF

# THE NEW WESTMINSTER HARBOUR COMMISSIONERS

FOR THE YEAR 1935



#### COMMISSIONERS

C. A. WELSH, Chairman WILLIAM GIFFORD KILBURN K. REID

×

#### **OFFICIALS**

W. B. ENGLISH, Secretary CAPT, JOHN SLATER, Harbour Master W. G. SWAN, C.E., M.E.I.C., Consulting Engineer



THE HONOURABLE CLARENCE D. HOWE, B.S...
Minister of Marine

# The New Westminster Harbour Commissioners

April 16th, 1936.

To The Hon. Clarence D. Howe, B.Sc.,

Minister of Marine,

Ottawa, Canada.

Sir:-

A Report of Operations for the calendar year 1935 is herewith respectfully submitted.

We have the honour to be, Sir,

Yours respectfully,

C. A. WELSH, Chairman.
WILLIAM GIFFORD, Commissioner.
KILBURN K. REID, Commissioner.



HARBOUR COMMISSIONERS

#### In Memoriam

#### FREDERICK J. COULTHARD

It is with profound regret that the Commissioners record the passing, in April, 1935, of Mr. F. J. Coulthard. Outstanding as a citizen since his arrival in New Westminster in 1889 and of charming personality, Mr. Coulthard was Chairman of The New Westminster Harbour Commission since its inception in 1913, unreservedly devoting his energies and great ability to the best interests of the Port.

In March, 1936, Mr. Kilburn K. Reid was appointed a Commissioner, succeeding the late Mr. F. J. Coulthard. Mr. Reid has been a resident of New Westminster for twenty-seven years and prominent in the business and public life of the community and his experience will be of valuable assistance to this Commission.



THE PORT OF NEW WESTMINSTER

### ANNUAL REPORT

### 1935

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THE Port and Harbour of New Westminster, in 1935, experienced another very successful year and although some decrease in ocean-going tonnage is shown as compared to the previous year, this can be largely attributed to the unsettled waterfront labour conditions on the Pacific Coast, which extended over a period of several months and adversely affected this and other Ports.

In the ensuing pages of this Annual Report there will be found detailed comment and statistics respecting the various phases of the operations of the harbour and other general information.

Four hundred and thirty-four (434) ocean-going ships arrived and departed during the year, compared to 453 in 1934, the aggregate net tonnage of these ships being 1,575,535 and gross tonnage 2,575,350. Cargo handled amounted to 739,657 tons—inward cargo 29,264 tons and outward cargo 710,393 tons. Comparative figures for the previous year were 36,127 tons and 766,299 tons respectively.

Noteworthy increases in exports of apples, doors, evaporated milk, and wool are shown, while, on the other hand, some slight decrease occurred in lumber, bar metal and grain.

During the year records were kept, for the first time, of local coastwise shipping and these show that 1,558 vessels of this class entered and 1,610 cleared from the Port, with inward cargo amounting to 711,684 tons and outward cargo of 2,230 tons.

Combined ocean-going and local coastwise shipping is thus as follows:

#### INWARD

Classification	No.	Ships	Cargo	Tonnage
Ocean-Going	434	-	29,264	
Local Coastwise	1,558		711,684	
		1,992		740,948
OU'	TWAR	D		
Ocean-Going	434		710,393	
Local Coastwise	1,610		2,230	
		2,044		712,623
Grand Total		4,036		1,453,571

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#### PRINCIPAL DEEP-SEA EXPORTS, 1934-1935

	Quantity	
Commodity	1934	1935
Lumber and Timber Products.		
ft. b.m	237,042,182	228,776,828
Bar Metal—lead, zinc, cadmium, white		
metal, tons	219,494	211,077
Apples, boxes	481,188	825,185
Pears, boxes		17,444
Liquor, cases	5,175	2,000
Hides, tons	375	118
Canned Salmon, cases	12,908	14,145
Grain, bushels	3,013,980	2,292,300
Flour, barrels	45,710	42,120
Sulphate of Ammonia, tons	44,762	27,647
Evaporated Milk, cases	42,460	73,787
Milk Powder, tons		278
Doors, pieces	144,437	687,768
Pulpwood, tons		2,850
Silver Bullion, tons	26	31
Wool, tons	238	632
Miscellaneous, tons	14,705	12,520

#### PRINCIPAL DEEP-SEA IMPORTS, 1934-1935

		Quantity
Commodity	1934	1935
Corn, tons	3,794	1,291
Salt, tons	1,456	
Phosphate Rock, tons	450	1,680
Rice, tons	9,481	7,894
Sulphur, tons	1,556	100
Creosote, tons	1,043	
Crude Oil, tons	5,176	5,404
Peanuts, tons	2,698	
Raw Silk, tons	33	
Crude Coal Tar, tons		3,595
Miscellaneous, tons	10,440	9,301

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#### LOCAL COASTWISE CARGO TONNAGE—INWARD

	Tons	
Cement	4,108	
Clam Shells	1,055	
Coal	28,785	
Fertilizer	1,305	
Fuel Oil	878	
Gasoline	2,557	
Stove Oil	288	
Grain Products	195	
Lime	574	
Logs (333,996,149 ft. b.m.)	667,932	
Pulp	3,808	
Miscellaneous	199	
		711,684

#### LOCAL COASTWISE CARGO TONNAGE—OUTWARD

	Tons	
Fertilizer	930	
Grain Products	881	
Potatoes	304	
Miscellaneous	115	
		2,230



with M.S. "Moveria" of the Donaldson Line in the foreground, loading lumber and bar metal for the U.K.

#### EXPORTS BY COUNTRIES United Kingdom

	Tons	
Lumber	164,802	
Logs	114	
Box Shooks	803	
Shingles	328	
Lead	85,566	
Zinc	77,847	
White Metal	22	
Cadmium	207	
Apples	20,610	
Pears	349	
Grain	61,090	
Flour	3,537	
Wool	632	
Evaporated Milk	1,780	
Milk Powder	278	
Canned Salmon	334	
Frozen Fish	324	
Mild Cured Salmon	37	
Doors (Fir and Pine)	12,036	
Fir Ties	537	
Plywood	20	
Wheat Shorts	632	
Wheat Bran	1,366	
Rolled Oats	174	
Floor Blocks	346	
Grain Products	252	
Alfalfa Meal	317	
Canned Fruits	34	
Miscellaneous	1,557	
		435,931
Carried Forward		435,931



A SECTION OF NEW WESTMINSTER HARBOUR

Brought Forward		435,931
Australia		
	Tons	
Lumber	61,943	
Box Shooks	7,079	
Lath	167	
Shingles	30	
Canned Salmon	9	
Miscellaneous	13	
		69,241
South Africa		
Lumber	8,279	
Box Shooks	988	
Floor Blocks	10	
Miscellaneous	8	
		9,285
Japan		
Lumber	17,208	
Logs	1,316	
Lead	29,222	
Zine	9,672	
Cadmium	18	
Scrap Steel	1,602	
Sulphate of Ammonia	1,340	
Grain	975	
Frozen Fish	77	
Hides	26	
Miscellaneous	892	
		62,348
Carried Forward		576,805



ORANGGAN Upples in Warehouse for shipment to the United Kingdom

Brought Forward		576,805
China		
Lumber	Tons 30,589 9,573 6,103 2 101 16 3,581 125	
Miscellaneous	11	50,101
77		50,101
Europe		
Lumber	748	
Apples Lead	19 3,718	
Zinc	3,304	
Cadmium	19	
Grain	4.498	
Frozen Fish	26	
Mild Cured Salmon	9	
Miscellaneous	44	
		12,385
South America		
Lumber	4,628	
Box Shooks	12,558	
Fir Ties	175	
Logs	20	
Grain	100	
Flour	550	
Paper	6	
Canned Salmon	2	
Rolled Oats	1	
Miscellaneous	27	
		18,067
Carried Forward		657,358



PACIFIC COAST TERMINALS CO. LIMITED Three rexsels at both taking on cargo

Brought Forward		657,358
United States of America	ca	
	Tons	
Lumber	6,368	
Shingles	5,947	
Lath	998	
Pulpwood	2,850	
Hog Fuel	4,650	
Sulphate of Ammonia	2,118	
Superphosphate	151	
Fertilizer	150	
Silver Bullion	41	
Poultry Peat Moss	115	
Liquor	55	
Miscellaneous	68	
		23,511
Eastern Canada		
Lamber	7,319	
Shingles	233	
Miscellaneous	52	
The state of the s		7,604
		,,
British West Indies		
Sulphate of Ammonia	2,810	
Rope	4	
Box Shooks	2	
Miscellaneous	25	
		2,841
Dutch East Indies		
Sulphate of Ammonia	2,130	
		2,130
Hawaiian Islands		
Sulphate of Ammonia	15.179	
The of the order		15,179
Carried Forward		708,623



SEARLE TERMINAL LIMITED (Fraser River Elevator)  $Loading\ wheat\ for\ the\ U.\ K.$ 

Brought Forward	708,623
India	
Tons	
Lumber 759	
Zinc	
	1,067
Society Islands	
Lumber 301	
-	301
Central America	
Lumber 400	
Rolled Oats	
	402
Total Exports	710,393
<b>½</b> ′	Access for Sandandhara-Park
IMPORTS BY COUNTRIES	
United Kingdom	
Tons	
Coal 1,115	
Phosphate Rock 1,680	
Thosphate Nock	
Calcium Nitrate	
Calcium Nitrate 102 Sodium 57	
Calcium Nitrate102Sodium57Solid Zinc Chloride161	
Calcium Nitrate102Sodium57Solid Zinc Chloride161Sulphate of Alumina23	
Calcium Nitrate102Sodium57Solid Zinc Chloride161Sulphate of Alumina23Zinc Sulphate28	
Calcium Nitrate102Sodium57Solid Zinc Chloride161Sulphate of Alumina23Zinc Sulphate28Cresylic Acid90	
Calcium Nitrate102Sodium57Solid Zinc Chloride161Sulphate of Alumina23Zinc Sulphate28	
Calcium Nitrate102Sodium57Solid Zinc Chloride161Sulphate of Alumina23Zinc Sulphate28Cresylic Acid90Glue 257	
Calcium Nitrate102Sodium57Solid Zinc Chloride161Sulphate of Alumina23Zinc Sulphate28Cresylic Acid90Glue57Jute Batch32	
Calcium Nitrate102Sodium57Solid Zinc Chloride161Sulphate of Alumina23Zinc Sulphate28Cresylic Acid90Glue57Jute Batch32Whisky50	3,748



discharging Crude Coal Tar at the plant of Dominion Par & Chemical Co, Lld., Fraser River M.S. "BETH," 3,960 NET REG. TONS, 6,851 GROSS TONS

***************************************		
Brought Forward		3,748
China		
	Tons	
Rice	1,500	
		1,500
Europe		
•	226	
Muriate of Potash	226	
Sulphate of Potash	397	623
		023
South America		
Nitrate of Soda	99	
Corn	1,291	
		1,390
IInitail States of Amoni		
United States of Ameri	ica	
Crude Coal Tar	3,595	
Crude Oil	5,403	
Rice	1,074	
Fertilizer Nitrate of Soda	472 182	
Soda Ash	138	
Sulphur	100	
Miscellaneous	138	
		11,102
Eastern Canada		
Hardware	5,191	
Petroleum Wax	48	
Miscellaneous	342	5,581
		3,361
India		
Rice	1,960	
		1,960
Carried Forward		25,904

Brought Forward	25,904
Siam	
Rice	
	3,360
Total Imports	29,264
Total Imports	

M

#### GRAIN ELEVATOR

The Commissioners' grain elevator has been efficiently operated by the **Searle Terminal Limited**, the lessee, and a summary of operations follows:

#### Stocks in store, January 1st, 1935:

Wheat	695,000	
Oats	10,000	
		705,000
Carried Forward		705,000



Brought Forward		705,000
Receipts, 1935:		
777	Bushels	
Wheat	2,106,000	
Oats	44,100	2,150,100
		2,855,100
Shipments, 1935:		
Wheat	2,239,000	
Oats	53,300	
		2,292,300
Stocks in store, December 31st, 1935:		
Wheat	540,600	
Oats	22,200	
		562,800



Revenues:

#### FINANCIAL

Income on Ordinary Revenue Account in 1935 amounted to \$37,787.06, a slight increase over the previous year when the amount was \$37,704.23. Total expenditures amounted to \$28,213.50, compared to \$25,052.53 in 1934, the difference being largely accounted for by certain extraordinary expenditures including waterfront patrol in connection with labour troubles and a grant made to the City of New Westminster to defray cost of floats for the accommodation of the small river craft. No Capital Expenditures were made during the year.

# Ordinary Revenue Account for Year Ended December 31st, 1935

Water Lot Rental charges for 1935 \$ 4,3	58.32
	90.00 \$ 3,868.32 33,180.75 514.25 223.74
Interest on Government Loans 13.72 lee Breaking 50 Waterfront Patrol 1.08 City of New Westminster, Eighth	\$37,787.06 75.90 26.86 05.15 80.59 25.00 28,213.50
Ordinary Revenue Surplus  Deduct:	\$ 9,573.56
Loss on Grain Elevator Operations  NET SURPLUS	4,489.54 — \$ 5,084.02

#### FRASER RIVER CHANNEL

Minimum depth of water on the ordinary high tide (12-foot Sandheads) is 30,' or 21' at low tide, from the entrance to the River to New Westminster, a distance of 22 miles. From New Westminster to Fraser Mills, a distance of 3 miles, the minimum depth at high tide is 27' 6," or 22' 6" at low tide. These controlling depths are determined by three comparatively short stretches of channel, namely, opposite Steveston, Annieville Channel immediately below the City of New Westminster, and Port Mann Channel above the New Westminster Bridge, there being ample depth of water elsewhere.

Additional works designed to further improve these shallower stretches are steadily being carried out by the Department of Public Works of Canada. During the year a very considerable amount of work was done in the vicinity of Steveston, including an extension of about 1,000 feet to Woodward's Training Wall and extensions to two of the Steveston Dykes and a new dyke or training wall will be constructed in the near future South of and paralleling the Steveston "Cut," 3,000 feet in length, eventually to be extended to 7,000 feet or more, the purpose being to narrow and confine the channel at this stretch and obviate any cross-flow of water.

On the Sapperton Bar, opposite Port Mann, there has been erected a dyke of pile construction with two walls connected together up stream and diverging down stream at an 80° angle, each being 400 feet long, designed to divert the flow of water into the North and South channels, on each side of the Bar, and this work is expected to be beneficial in maintaining a uniform depth of water at this stretch of channel.

#### LIGHTING SYSTEM

The channel is well lighted for its entire length and these aids to night navigation are maintained in an efficient manner.

Improved lighting equipment will be installed on the Lightship, at Sandheads, in the near future, designed to provide a more powerful light of greater intensity and range.



DREDGING FLEET OF THE DEPARTMENT OF PUBLIC WORKS OF CANADA

#### PORT DEVELOPMENT

#### New Westminster (Fraser River) Bridge

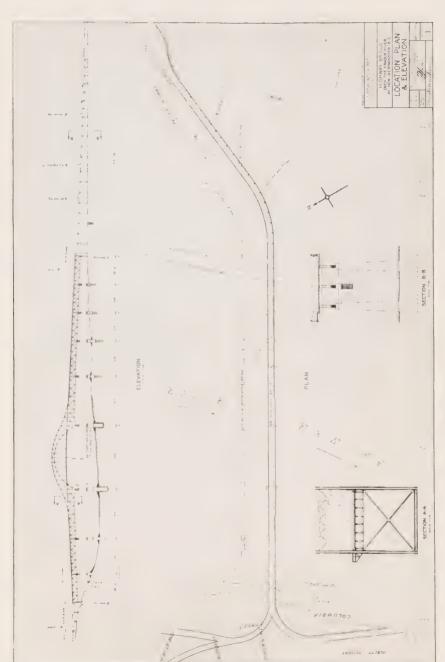
The new \$3,500,000 Highway Bridge now under construction for the Provincial Government two hundred feet downstream from the existing structure is designed to accommodate four lanes of traffic, including trucks and stages weighing twenty tons. Pedestrians are provided with a six-foot sidewalk on the downstream side of the roadway. Since the bridge is a high level crossing, traffic will be uninterrupted by navigation on the river and the approaches from the north and south sides will be of easy gradient. The total length of the bridge and approaches will exceed 6,200 feet, the length of the steel structure being 2,450 feet. The approaches consist of reinforced concrete viaducts terminating in earthwork embankment.

The main shipping channel is crossed by a steel tied arch with a span of 450 feet and vertical clearance of 146 feet above freshet water level. This width is considerably greater than the combined openings of the existing swing span. Flanking the main spans and continuous with it are two 350-foot spans which will give ample clearance for smaller craft and log tows. In addition to the foregoing are two 250-foot spans and four 200-foot spans.

The controlling grade of  $4\frac{1}{2}\%$  for all approaches is only exceeded at the approach to McBride Avenue at the north end where the existing road necessitates a grade of about 5% which is a very marked improvement on present grades. The roadway will be surfaced with concrete throughout although at the south end a temporary asphalt pavement will probably be necessary until final settlement of the embankment has taken place.

Some idea of the magnitude of the work may be obtained from the quantities of materials to be used—structural steel 5,300 tons, reinforcing steel 1,815 tons, concrete 62,000 cubic yards, cement 106,115 barre's, piles 2,800 pieces and timber in caissons 1.046,000 board feet.

The completion of the bridge is confidently expected by August, 1937.



PLAN OF THE NEW \$3,500,000 HIGHWAY BRIDGE now under construction, to span the Fraxer River at New Westminster

The project is being carried out by the Chief Engineer of the Provincial Department of Public Works under the direct supervision of W. G. Swan, C.E., M.E.I.C. The general contractors are the Dominion Bridge Company, Ltd., the Northern Construction Co. & J. W. Stewart, Limited, being sub-contractors for the foundations, piers and all shore work; a further sub-contract for grading is being carried out by the General Construction Company, Limited.

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#### Pacific Coast Terminals Company Limited

An important development during the year was the re-organization of Pacific Coast Terminals Limited. The Company, which owns extensive terminal docks and a large modern cold and cool storage plant, is now known as Pacific Coast Terminals Company Limited in which the Consolidated Mining & Smelting Company of Canada, Limited, have a controlling interest and this fact should give assurance that the various mineral products of the latter company will continue to be shipped through this Port in even greater volume than in the past. It is understood that extensions to their terminal facilities will, in the near future, be undertaken. The Canadian National Railways remain a substantial shareholder in the Company.

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It is interesting to note that all Railway Companies serving the Pacific Coast have just agreed to issue Import and Export tariffs placing the Port of New Westminster on exactly the same basis as the Port of Vancouver with respect to Transcontinental and Trans-Pacific cargo.

This represents the most important forward movement in the development of the Port of New Westminster for many years.

#### STEAMSHIP LINES

The following 31 Lines have regular sailings from the Port of New Westminster:

Anglo Canadian Shipping Co. Ltd.

Blue Funnel Line.

Blue Star Line.

Compagnie Generale Transatlantique Line.

Danish East Asiatic Line.

Donaldson Line.

Fred Olsen Line.

Fruit Express Line.

Furness Pacific Line.

Grace Line.

Hamburg-American Line.

Holland-Amerika Line.

Inter Ocean Line.

Isthmian Line.

Klaveness Line.

Matson Line.

Nippon Yusen Kaisha Line.

North German Lloyd.

Oceanic & Oriental Navigation Company.

Ocean Shipping Company.

Pacific Argentine Brazil Line.

Reardon Smith Line.

Royal Mail Line.

Silver Java Pacific Line.

Tacoma Oriental Steamship Company.

Transatlantic Steamship Company Ltd.

Union Steamship Company of New Zealand Ltd.

United Ocean Transport Company.

Vancouver-St. Lawrence Line.

Vancouver-West Indies Line.

Yamashita Kisen Kaisha.

## CITY OF NEW WESTMINSTER

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IN 1859 the founders of New Westminster, being "a Company of Royal Engineers" arrived at "Queensborough" from England. The City was named "New Westminster" by the late Queen Victoria, hence the term "Royal City." New Westminster is the oldest incorporated City in British Columbia (1860) and was at one time the capital of the Province.

It is situated on the north bank of the Fraser River, 20 miles from the Gulf of Georgia and located on the Pacific Highway, 12 miles south of Vancouver, with a population of approximately twenty thousand.

Industrially New Westminster has taken great strides in recent years. Despite international economic distress, production maintains in our lumber, shingle and other industries.

Lumber and shingle manufacturing are the principal industries, while the manufacture of paper, canned foods, liquor, flour, sash and doors, box shooks, chemical fertilizers, plaster products, petroleum products, leather, prepared meats and machinery make up the balance of commodities produced here.

New Westminster's strategic location affords splendid water and power resources.

Agriculture, considered as an industry, is a very important one to the Royal City. The Fraser Valley with its remarkable fertility furnishes agricultural produce equal to any farm land in the world.

The potential importance of New Westminster as a manufacturing centre cannot be over estimated. With accessible natural resources in abundance, including timber, minerals, the produce of land and sea together with an excess of hydro-electric energy, possibilities for further industrial progress in this City are great.

New Westminster is recognized as the marketing centre of the Fraser Valley and holds a Farmers' Market every Friday. The City is served by three Trans-Continental Railroads and is a regular Port of call for over thirty steamship lines. It is the fastest growing fresh water port in Canada and in 1935 ranked high in deep-sea exports.

The City operates and owns its Electric Light and Water Systems and is governed under the Single Tax System, namely: a Property Tax with no tax on improvements.

The City is well equipped with Public Parks, Educational and Religious Institutions, Hospitals, Fraternal and Service Organizations, a Public Library, and a large proportion of its citizens own their own homes.

Among the governmental institutions located in the City are: B. C. Penitentiary, Post Office, Customs and Immigration, and Public Works Offices. Provincial: Mental Hospital and Court House.



## GENERAL STATISTICS

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#### COMPARATIVE RECORD OF SHIPPING, 1921-1935 Deep Sea Arrivals

Year	No. of V	essels Net Tons	Gross Tons		
1921		38,987	No Record		
1922		100,321	No Record		
1923	48	144,973	No Record		
1924		333,138	525,069		
1925	150	476,420	786,106		
1926		579,167	926,046		
1927	153	486,603	776,229		
1928	198	625,271	1,004,622		
1929	248	827,762	1,312,031		
1930	297	994,673	1,578,189		
1931	301	1,052,865	1,690,634		
1932	311	1,087,878	1,737,429		
1933	409	1,454,842	2,343,276		
1934	453	1,639,342	2,670,630		
1935	434	1,575,535	2,575,350		
Local Coastwise Arrivals					
1935	1,558	401,380	No Record		

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# COMPARATIVE RECORD OF DEEP SEA EXPORTS AND IMPORTS, 1927-1935

	EXPORTS Total Cargo	IMPORTS Total Cargo		and IMPORTS and Total
Year	Tons	Tons	Tons	Approx. Value
1927	336,767	10,444	347,211	\$ 6,747,000
1928	367,313	5,942	373,255	10,001,968
1929	376,836	12,873	389,708	11,632,897
1930	395,340	36,270	431,610	13,396,184
1931	420,544	13,465	434,009	16,498,615
1932	446,754	14,634	461,388	12,369,686
1933	657,879	20,699	678,578	16,193,840
1934	766,299	36,127	802,426	23,497,021
1935	710,939	29,264	740,203	22,706,441

#### RECORD OF LOCAL COASTWISE CARGO

	OUTWARD	INWARD	Grand Total	
Year	Tons	Tons	Tons	Approx. Value
1935	2,230	711,684	713,914	\$ 4,433,655

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#### NATIONALITY OF DEEP SEA VESSELS 1933-1935

	1933	1934	1935
British	179	205	235
U. S. A	70	73	37
Japan	51	46	45
Norway	39	55	47
French	5	8	9
Denmark	24	17	15
Sweden	14	15	11
German	12	7	4
Holland	11	18	16
Italian	1	2	1
Panama	1	3	6
Finnish	1	2	1
Jugo-Slav	. 1	0	0
Greece	0	2	7
	409	453	434
			-

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# COMPARATIVE RECORD OF LUMBER PRODUCED AND SHIPPED BY MANUFACTURERS ON THE LOWER FRASER RIVER, 1923-1935

	Production	Approximate	Water	Rail	Loca1
Year	Board Feet	Value	Board Feet	Board Feet	Board Feet
1923	290,000,000	\$7,250,000	78,600,000	168,000,000	43,200,000
1924	322,086,000	8,052,000	119,469,000	153,736,000	40,527,000
1925	417,952,785	7,941,000	171,459,665	176,787,793	62,386,550
1926	459,806,957	8,736,000	211,230,950	178,779,482	56,750,612
1927	491,163,000	9,419,000	212,045,613	196,451,199	55,620,559
1928	494,692,143	9,474,000	201,307,000	234,024,755	59,795,602
1929	520,538,698	9,890,000	247,190,233	199,863,278	68,206,674
1930	445,247,843	7,124,000	227,163,260	151,778,294	74,394,630
1931	328,427,547	4,434,000	200,823,998	81,675,587	58,198,507
1932	318,687,465	3,825,000	206,131,114	64,494,173	49,794,546
1933	326,757,943	4,248,000	231,697,480	54,217,342	53,722,907
1934	373,559,738	5,603,000	252,754,935	63,573,133	52,406,347
1935	431,851,369	6,909,000	262,546,820	97,796,104	69,832,369

# COMPARATIVE RECORD OF SHINGLE PRODUCTION ON THE LOWER FRASER RIVER, 1927-1935

		Production	Approximate
Year		Squares	Value
1927	·	1,783,000	\$3,924,000
1928		1,961,000	4,315,000
1929		1,549,000	3,400,000
1930		1,158,000	2,316,000
1931		890,000	1,424,000
1932		972,000	1,400,000
1933		890,000	1,603,000
1934		825,000	1,938,000
1935		1,500,000	3,750,000

Shingles are principally shipped by rail, water-borne exports for 1935 being 65,400 squares.

24

Below is given the destination of lumber exported (water-borne), from the Fraser River for the past five years with the percentage for each country, viz.:

1931	1932	1933	1934	1935
U. S. Atlantic Coast 28%	9%	4%	Nil	4%
Orient 24%	24%	37%	26%	15%
United Kingdom 13%	21%	27%	53%	54%
Australia 19%	35%	26%	14%	20%
California 8%	3%	1%	Nil	Nil
Canadian Atlantic Coast 6%	6%	2%	3%	4%
Other Countries 2%	2%	3%	4%	3%



DOORS IN WAREHOUSE AWAITING SHIPMENT TO U. K.



ELWELL PARKER THREE-TON GAS ELECTRIC TRACTOR
unloading doors from a truck for shipment to the U. K. This is one of
the tractors which have been added to the equipment of the Pacific
Coast Terminals Co. Ltd., greatly increasing the efficiency and
celerity of handling cargo tonnage over their docks.

(the above truck was unloaded in 4 minutes)

# COMPARATIVE RECORD OF PILOTAGE RECEIPTS 1921-1935

Year		o. of Vessels h Dues were paid	Net	Tons	Receipts
	on white				
1921	*	57	39	,934	\$ 1,429.19
1922	***************************************	81	101	,304	3,515.63
1923		100	146	,042	4,830.83
1924	***************************************	127	317	,159	10,134.58
1925	***************************************	205	499	,543	16,184.12
1926	***************************************	196	583	,200	18,603.44
1927		198	463	,558	15,289.87
1928	***************************************	205	629	,627	20,674.13
1929	*	258	812	,738	26,197.93
1930		304	996	,646	31,877.97
1931		303	1,039	,047	32,767.40
1932		318	1,093	,159	33,481.14
1933	*	406	1,416	,636	42,158.99
1934	F	462	1,671	,571	48,181.62
1935	***************************************	433	1,570	,331	45,412.76





PACIFIC COAST TERMINMS (O. LIMITED)
Ships lying at Berths C and D

### PORT FACILITIES

W.

#### PACIFIC COAST TERMINALS CO. LIMITED

Dock No. 1, Berths A-B-C-D (Quay Wharf): Length at face 2,015 feet. Depth of water at face 34 feet at low water. Berth "A": Shed accommodation 10,000 square feet. Berth "B": Dry, cool, cold storage and bonded warehouse with 1,800,000 cubic feet capacity. Berth "C": 45,000 square feet with sufference warehouse. Berth "D": Shed accommodation 4,000 square feet.

Lumber can be delivered by truck, rail or lighter, un'oaded and stored in yard and moved to ship's side by locomotive cranes.

**Equipment:** Two locomotives for yard and ship's side switching. One Brown hoist locomotive crane, 25-ton capacity, capable of moving approximately 200 M. feet per working day of eight hours. Dock Lumber Capacity: Waterside, 3 million feet; yards, 25 million feet.

Direct connection with Canadian Pacific Railway, Canadian National Railway and Great Northern Railway. No switching charges. Trackage accommodation for 150 cars, also doub'e track at ship's side; 8 switches daily, 4 C.P.R., 4 C.N.R. Waterside trackage accommodation, 42 cars. Fresh water and electric light available for vessels, and telephone connections at all berths.

Dock No. 2 (Quay Wharf): Length at face 432 feet. Depth of water, 34 feet at low water. General cargo shed located on property, capacity 6,000 square feet. Trackage accommodation for 6 cars, about 80 feet from dock face. Dock used principally for overside loading. Fresh water, electric light and telephone available for vessels.

Dock No. 3, Berths A & B (Quay Wharf): Length at face 1,100 feet. Trackage about 100 feet from dock face. Shed accommodation: Berth "A," three-storey building, 52,000 square feet and a one-storey building, 14,900 square feet; Berth "B," lumber storage capacity, one million feet, used chiefly for overside loading. Fresh water, electric light and telephone available for ships.



the laryest lumber manufacturing plant in the British Empire—capacity 800,000 feet per day AERIAL VIEW OF THE PLANT OF THE CANADIAN WESTERN LUMBER CO. LTD.

#### CANADIAN WESTERN LUMBER COMPANY LIMITED

**Fraser Mills:** Length at dock face, 1,000 feet. Depth of water at dock face, 30 feet at low water. Trackage, total accommodation 200 cars. No waterside trackage. Lumber handling facilities, 6 Ross carriers; 2 large cranes.

#### BRUNETTE LUMBER COMPANY LIMITED

Brunette Mills: Length at dock face, 1,200 feet. Depth of water, upper 600 feet, 10 to 15 feet; lower 600 feet, 30 feet at low water. Berthing accommodation, 1 ship. Trackage, 35-car capacity, about 150 feet from dock face. No waterside trackage. Lumber handling facilities, 3 Miller carriers, 1 Gerlinger carrier.

#### DOMINION TAR & CHEMICAL COMPANY LIMITED

Dock at Liverpool (South side Fraser River): Length at face, 400 feet. Two oil tanks, capacity 1,750,000 gallons, located 250 feet from dock with pipe line connection. Depth of water, 30 feet. Trackage, about 250 feet from face of dock; accommodation, 8 cars; no waterside trackage.

#### GYPSUM, LIME & ALABASTINE, CANADA, LIMITED

Dock at Liverpool (South side Fraser River): Length at face, 240 feet. Depth of water, 19 feet at low water. Trackage, push car track to face of dock and overhead track to bunkers. Trackage alongside factory warehouse, in rear of dock, will accommodate 6 cars. Handling facilities, 2 push cars, each 2-ton capacity; 12 trucks, each ½-ton capacity.

#### SEARLE TERMINAL LTD. (Fraser River Elevator)

Face at dock, 1,100 feet. Berthing accommodation, 2 vessels. Depth of water, 30 feet at low water. Trackage accommodation amply provided for. Delivery, 2 belts with total capacity of 30,000 bushels per hour. Six spouts. Storage capacity, 800,000 bushels.

#### CANADA RICE MILLS LIMITED

Dcck near Woodwards Landing (North side Fraser River): Length at face, 400 feet. Depth at low water, 30 feet. Warehouse with storage approximately 10,000 tons. Electric light and water. C. N. R. tracks adjoin wharf.

## NEW WESTMINSTER, B. C. DOCK & FORWARDING COMPANY LIMITED

**Dock at New Westminster:** Length at face, 600 feet. Depth of water 31 feet at low water. Cargo shed 50x150 feet. Trackage. Equipped to handle lumber and all classes of general cargo.

## PORT CHARGES

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The following rates are in force:

**Harbour Dues:** (By-Law No. 84, approved by Order-in-Council, P.C. 580, dated March 16th, 1932);

On vessels having a net registered tonnage over ten tons; rate of two cents (2c) per net registered ton, payable on not more than five entries in any one calendar year;

On vessels having a net registered tonnage of ten tons or under: Fifty cents (50c) payable on not more than two entries in any one calendar year;

On vessels having no registered tonnage, or when the registered tonnage is not available; rate of one and one-third cents (1-1/3c) per gross ton, payable on not more than five entries in any one calendar year.

**Pilotage:** To or from Lightship at mouth of river, one cent per registered ton and one dollar per foot draught. Minimum twenty-five dollars. For shifting from berth to berth, ten dollars, with an additional five dollars where a shift requires passage through Westminster Bridge.

Sick Mariners' Dues: A Dominion Government charge applicable to all ports, payable only once on any one continuous voyage, two cents per net registered ton, payable on any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 113, Part V.).

Bill of Health: One Dollar.

**Fumigation:** Cyanide Process,  $37\frac{1}{2}$ c per 1,000 cubic feet for the first 400,000 cubic feet; 25c per 1,000 cubic feet for the next 200,000 cubic feet; 20c per 1,000 cubic feet for all over 600,000 cubic feet.

**Pure Water:** Twenty cents (20c) per 100 cubic feet, or seven cents (7c) per ton.

Port Warden's Fees: As established by the Council of the New Westminster Board of Trade and approved by Dominion Government Order-in-Council (P.C. No. 1139) of 30th June, 1928, which are the same fees that are in force at other British Columbia Ports.

**Stevedoring:** Is handled entirely under private contract between ship's Agents and the Stevedores.

No Charge of Any Description is Levied on Cargo by the Port Authority.

Z.

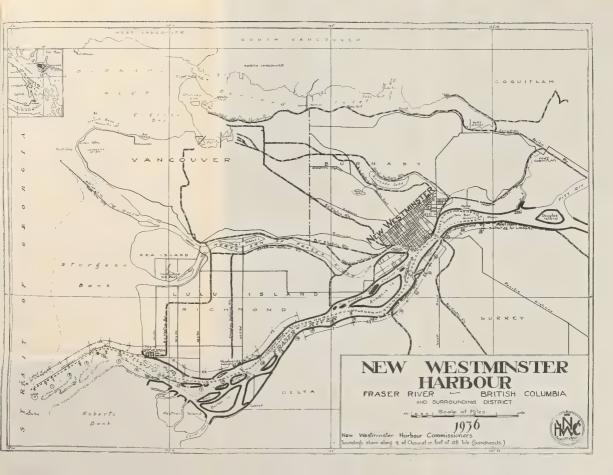
NOTE: Terminal Docks being privately operated, rates for wharfage, storage, handling charges, etc., may be obtained from operating company.

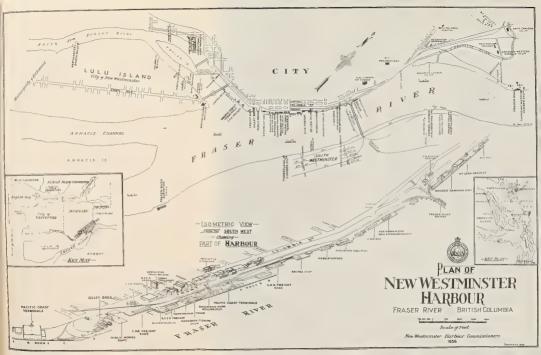


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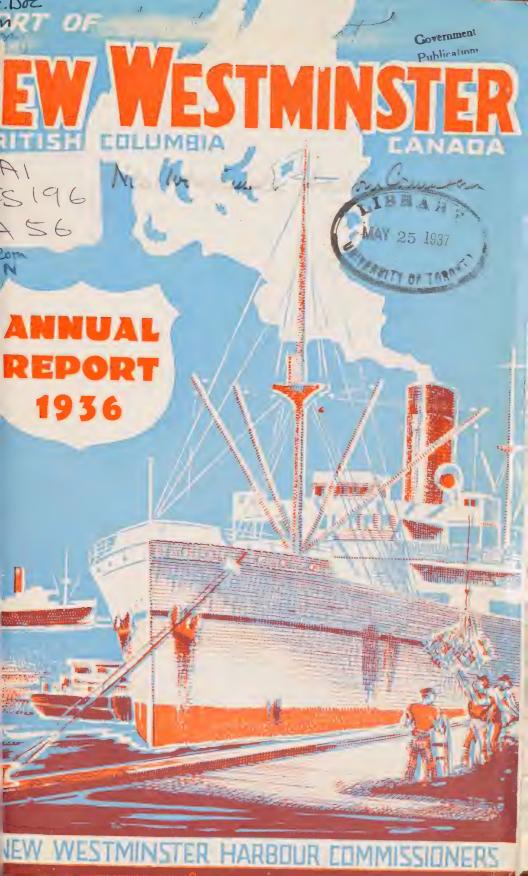
## Port of New Westminster

The Nearest Tidewater Gateway

to the Great Peace River

Country







### ANNUAL REPORT

OF

# THE NEW WESTMINSTER HARBOUR COMMISSIONERS

FOR THE YEAR 1936



#### Commissioners

C. A. WELSH, Chairman WILLIAM GIFFORD KILBURN K. REID

#### Officials

W. B. ENGLISH, Secretary
CAPT. JOHN SLATER, Harbour Master
W. G. SWAN, C.E., M.E.I.C., Consulting Engineer



THE HONOURABLE CLARENCE D. HOWE, B.Sc.  $\label{eq:minister} \textit{Minister of Transport}$ 

## The New Westminster Harbour Commissioners

April 13th, 1937.

To The Hon. Clarence D. Howe,
Minister of Transport,
Ottawa, Canada.

Sir:-

A Report of Operations for the calendar year 1936 is herewith respectfully submitted.

We have the honour to be, Sir,

Yours respectfully,

C. A. WELSH, Chairman.
WILLIAM GIFFORD, Commissioner.
KILBURN K. REID, Commissioner.



From teft to right—M.S. "American Reefer," M.S. "Canadian Reefer," S.S. "Laura," S.S. "Viking Star" A BUSY WATERFRONT SCENE AT NEW WESTMINSTER Ships beeilied at the Pacific Coast Terminals Limited M.S. "Pacific Pioneer"

# ANNUAL REPORT 1936

THE volume of traffic through and at the Port of New Westminster during the year 1936 recorded advances in keeping with the general economic improvement experienced during that year. A New All-Time Record was Established for the Port.

#### OCEAN-GOING TRAFFIC

The following is a summary of ocean-going traffic, with comparative figures for 1935:—

Calendar Year	I	No. of Vessels Arriving	Net Reg. Tonnage	Gross Tonnage
1936		525	1,857,784	3,035,139
1935		434	1,575,535	2,575,350
				450 500
	an increase of	91	282,249	459,789
	or	21%	171/2%	17 1/2 %

The volume of cargo tonnage discharged and loaded by vessels arriving and departing is as follows (in tons of 2,000 lbs. W. or M.):—

1936		1,008,019 tons
1935		739,657 tons
	an increase of	268,362 tons
	01	36%

To some extent the above noted increase in traffic is due to the situation that existed at United States Pacific Ports during the latter part of the year, occasioned by labour difficulties, as a result of which certain tonnage was diverted to British Columbia Ports, but irrespective of this special situation a very satisfactory increase in tonnage is recorded. Exports of practically every commodity show a substantial increase, especially is this so with respect to lumber, doors, apples, wheat, lead and zinc.

Imports, also, show some increase.

#### LOCAL COASTWISE TRAFFIC

Under this classification, 1,646 vessels of an aggregate net tonnage of 50,104 tons arrived at and 1,696 vessels of an aggregate net tonnage of 53,826 tons departed from the Port. Inward cargo amounted to 899,618 tons and outward cargo 100,231 tons, a substantial increase over the preceding year.

A combined statement of ocean-going and local coastwise traffic follows:—

IN	WARD		
Classification Ocean-Going Local Coastwise	No. Vessels 525 1,646 ———————————————————————————————————	Cargo To 30,856 899,618	930,474
OU	TWARD		
Ocean-GoingLocal Coastwise	518 1,696 —— 2,21	977,163 100,231 4	1,077,394
Grand Total	4,38	25 	2,007,868

#### PRINCIPAL DEEP-SEA EXPORTS, 1935-1936

	Quantity 1936	
Commodity	1935	1936
Lumber and Timber Products, ft. b.m.	228,776,828	292,998,392
Bar Metal—lead, zinc, cadmium, white metal, tons	211,077	251,117
Apples, boxes	825,185	1,392,783
Pears, boxes	17,444	210,839
Grapes, boxes		11,581

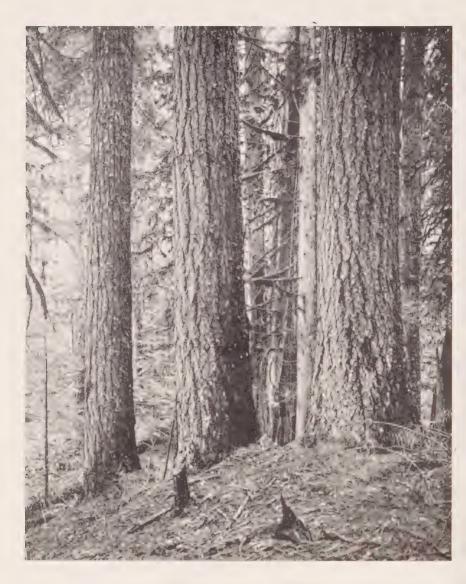
	1935	1936
Liquor, cases	2,000	
Hides, tons	118	36
Canned Salmon, cases	14.145	8,500
Grain bushels	2,292,300	3,422,072
Flour, barrels	42,120	50,540
Sulphate of Ammonia, tons	27,647	51,449
Phosphate of Ammonia, tons		3,004
Evaporated Milk, cases	73.787	52.680
Milk Powder, tons	278	272
Doors, pieces	687,768	1,125,104
Woodpulp, tons	2,850	5,720
Silver Bullion, ounces	926,277	199,825
Zinc Concentrates, tons		15,400
Scrap Steel, tons	1,687	18,308
Wool, tons	632	464
Miscellaneous, tons	10,833	12,308

?

#### PRINCIPAL DEEP-SEA IMPORTS, 1935-1936

	Quanti	ty
Commodity	1935 Quanti	1936
Corn, tons	1,291	4,040
Phosphate Rock, tons	1,680	2,659
Rice, tons	7,894	10,526
Sulphur, tons	100	560
Creosote, tons		142
Crude Oil tons	5,404	
Crude Coal Tar, tons	3,595	
Copra, tons		1,175
Newsprint, tons		2,249
Muriate of Potash, tons		758
Binder Twine, tons		770
Miscellaneous, including Hardware	9,301	7,707

❖



A FINE STAND OF DOUGLAS FIR

The lumber industry is an important factor in the growth of the Port of New Westminster. In the district tributary to the Port, production in 1936 amounted to 630,180,425 feet b.m., and exports through the Port totalled 292,998,392 feet b.m., Exports from all British Columbia Ports amounted to 1,202,994,586 feet b.m.

#### LOCAL COASTWISE CARGO TONNAGE, 1935-1936

()					

COLWARL	,	
	1935	Tons 1936
Fertilizer	930	953
Grain Products	881	1,632
Potatoes	304	219
Sand and Gravel	(no record)	88,515
Rock	(no record)	7,358
Gypsum	(no-record)	1,427
Miscellaneous	115	127
	2,230	100,231
INWARD		
	1935	Tons 1936
Cement	4,108	11,635
Clam Shells	1,055	
Coal	28,785	35,705
Fertilizer	1,305	616
Fuel Oil	878	3,649
Gasoline	2,557	3,255
Stove Oil	288	288
Diesel Oil		145
Grain Products	. 195	137
General	199	172
Lime	574	946
Logs	667,932	840,240
Wood Pulp	3,808	2,830
	711,684	899,618

#### EXPORTS BY COUNTRIES, 1936

#### Australia

	Tons
Ammonia Sulphate	6,720
Box Shooks	12,026
Canned Salmon	176
Carried forward	18,922



BRITISH COLUMBIA RED CEDARS

Production of Red Cedar shingles in the Coast Region of British Columbia in 1936 amounted to 3,250,000 squares, of which mills tributary to the Port of New Westminster produced 1,500,000 squares.

Brought forward	Tons 18,922	
Brought forward	10,722	
Flour	443	
General	59	
Lath	87	
	49,573	
Plywood	3	
Shingles	12	60,000
•	<del></del>	69,099
British West Indies		
Ammonia Sulphate	3,206	
Box Shooks	126	
Canned Salmon	4	
Lumber	3,756	
Paper	1	
Shingles	6	7,099
		,000
Central America	<b>"</b> "	
Copra	52 31	
Evaporated Milk	31	83
China		
	11,711	
Fir Ties	4,355	
Flour	840	
General	49	
Lead	168	
Logs	7,732	
	25,951	
Zinc	201	
-		51,007
East Africa		
Box Shooks	162	
Broom Handles	7	
Lumber	4,088	
Plywood	1	
Shingles	20	4.050
		4,278
Carried forward		131,566

Brought forward		131,566
Eastern Canada		
	Tons	
Broom Handles	6	
Canned Fruits	92	
Lumber	5,507	
Plywood	1.011	
Rice	1,011	6,619
Europo		0,017
Apples Europe	3,520	
Bulk Concentrates (zinc)	12,060	
Canned Salmon	12,000	
Evaporated Milk	4	
Frozen Fish	2	
Lead	1.074	
Lumber	3,389	
Pears	783	
Plywood	600	
Wheat	11,545	
Zinc	2,831	
		35,829
Hawaiian Islands		
Ammonia Phosphate	1,200	
Ammonia Sulphate	13,537	
		14,737
India		
Ammonia Phosphate	560	
Ammonia Sulphate	1,418	
Box Shooks	9	
Canned Salmon	1	
Flour	7	
Lead	11	
Lamber	365	
Newsprint	172	
Oat Feed	1 122	
Wood Pulp	122	2,666
Carried forward		191,417

Brought forward		191,417
Italy	Tons	
Copra	962	962
Japan		702
• •	1 (00	
Ammonia Sulphate	1,680	
Cadmium	2	
General	3	
Lead	47,970	
Logs	3,863	
Lumber	6,238	
Scrap Steel	18,328	
Wheat	4,914	
Wood Pulp	5,282	
Zinc	14,300	102 500
		102,580
Martinique		
Lumber	300	
Tallinet		300
North Africa		
Apples	3,255	
Canned Salmon	2	
General	2	
Pears	1,312	
		4,571
Philippine Islands		
* *	525	
Ammonia Phosphate	2.330	
Annonia Sulphate	120	
Apples Box Shooks	4	
	216	
Dynamite	72	
Evaporated Milk	92	
General Pears	92	
1 cars		3,360
Carried forward		303,190



A FULL LINEUP OF SHIPS AT THE FRASER RIVER ELEVATOR
Operated by the Searle Terminal Limited

Total exports from this house for 1936 amounted to approximately 3,500,000 bushels. Vessels from left to right: S.S. "Ovington Court," S.S. "Gaelic Star," S.S. "Tilsington Court."



#### M.S. "BRITISH COLUMBIA ENPRESS" OF THE FRUIT EXPRESS LINE

Gross tonnage 3,338 tons, registered tonnage 1,869 tons; average speed 18 knots. Launched at Gothenburg and named after the Province of British Columbia, this motorship made New Westminster her first port of call on her maiden voyage in 1936. She took from the Port the largest fruit consignment to date, totalling over 105,000 boxes of apples, pears and grapes.

Brought forward		303,190
Ammonia Sulphate Porto Rico	Tons 7,116	
Society Islands		7,116
Lumber	699	699
South Africa		
Box Shooks	2,166	
Broom Handles	40	
Canned Salmon	1	
General	7	
Lumber	23,947	
Plywood	3	
Shingles	223	
Wood Pulp	72	
Zine	22	
		- 26,481
South America		
Box Shooks	9,477	
Broom Handles	8	
Fir Ties (creosoted)	83	
Flour	942	
Fuller's Earth	200	
Lead	445	
Lumber	1,392	
Zinc	112	
		12,659
South Sea Islands		
Lumber	969	
		969
Straits Settlements		
Ammonia Sulphate	2,684	
Logs	40	
		2,724
Carried forward		353, 838



OKANAGAN APPLES BEING LOADED FOR THE UNITED KINGDOM Total export of applex for 1936 through the Port wax 1,392,783 boxes.

Brought forward		353, 838
United States of Ameri		
Ammonia Phosphate	Tons 719	
Ammonia Sulphate	1,047	
Fertilizer	270	
General	3	
Gold Bearing Concentrates	283	
Lath	2,833	
Lumber	40,090	
Poultry Peat Moss	35	
Rice	95	
Shingles	5,754	
Silver Bullion (199,825 ozs.)	6	
Whisky	136	
		51,271
United Kingdom		
Alfalfa Meal	181	
Apples	27,926	
Box Shooks	1,172	
Broom Handles	899	
Bulk Concentrates (zinc)	3,340	
Butter	345	
Cadmium	158	
Canned Apples	350	
Canned Fruits	98	
Canned Salmon	11()	
Cascara Bark	3	
Copra	100	
Doors	19,689	
Evaporated Milk	1,188	
Fir Ties	833	
Fish Oil	107	
Floor Blocks	566	
Plour	2,822	
Frozen Fish	309	
Frozen Halibut Livers	14	
Frozen Poultry	42	
Carried forward .	00,252	405,109



AERIAL VIEW OF THE PLANT OF THE CONSOLIDATED MINING & SMELTING COMPANY OF CANADA LIMITED, TRAIL, B. C Using the Port of New Westminster as its principal outlet for waterborne exports (bar metal, zinc concentrates, fertilizer), the Trail smelter shipments for 1936 through New Westminster totalled approximately 321,000 tons.



LOADING LEAD ON THE S.S. "TAKETOYA MARU" FOR JAPAN Of the total amount of 149,630 tons of lead shipped through the Port for the year 1936, 47,970 tons were exported to Japan.

	Tons	
Brought forward	60,252	405,109
General	96	
Gladiola Bulbs	3	
Grapes	290	
Hides	36	
Hoe Handles	6	
Lead	99,851	
Lumber	225,057	
Malt	424	
Mild Cured Salmon	46	
Milk Powder	272	
Oats	784	
Oat Feed	1,022	
Paper	45	
Pears	3,174	
Plywood	4,458	
Potatoes	52	
Poultry Peat Moss	25	
Pumice Stone	11	
Raspberries	7	
Scrap Aluminum	83	
Senaga Root	4	
Shingles	812	
Shovel Handles	1	
Strawberries	140	
Tallow	1	
Tobacco	55	
Veneer	381	
Wheat	85,861	
Wheat Bran	784	
Wheat Middlings	480	
Wheat Shorts	2.974	
White Metal	30	
Wood Pulp	244	
Woo1	464	
Zinc	83,829	
		572,054
Total Exports		977,163

## IMPORTS BY COUNTRIES

## British West Indies

	Tons	
Rum (1,975 cases)	54	
		54
Dutch East Indies		
Sisal (hemp)	52	
* 1		52
Eastern Canada		
General	15	
Hardware (miscellaneous)	2,917	
Stearine	15	
		2,947
Europe		
Beet Pulp	50	
Bird Seed	1	
Cognac (30 futs)	10	
General	408	
Glue	39	
Solid Zinc Chloride	52 7	
Tinplates		567
Germany		
Muriate of Potash	758	
Sulphate of Potash	70	
I.		828
Holland		
Fertilizer	505	
		505
India		
General	600	
Rice	5,709	
		6,309
Carried forward		11,262

Brought forward		11,262
Copra	Tons 1,175	1,175
Siam		
Rice	3,760	3,760
South Africa		
Corn	2,016	2,016
South America		
Coffee Corn	127 2,024 33	2,184
Sweden		
Newsprint	2,249	2,249
United States of America	ca	
Alfalfa Meal Caustic Soda Copra Meal Fertilizer General Nitrate of Soda Oyster Shell Phosphate Rock Rice Soy Bean Meal	15 224 10 428 25 64 235 2,929 1,057 73	5,060
Carried forward		27,706

Brought forward		27,706
United Kingdom		
<u> </u>	Tons	
Aluminum Sheets	97	
Binder Twine	770	
Calcium Nitrate	30	
Creosote Oil	147	
Cresylic Acid	56	
Galvanized Sheets	34	
General	670	
Hardware (miscellaneous)	52	
Jute	27	
Lead Acetate	1	
Carried forward	1,884	27,706



#### BRACKMAN-KER MILLING COMPANY LIMITED

This firm was established 59 years ago in the Province of British Columbia, and 40 years at New Westminster, With their head office at New Westminster, this large milling company has 20 branches strategically placed throughout the Province.

Brought forward	Tons 1,884	27,706
Salt	15	
Soda Ash	41	
Sodium Cyanide	84	
Solid Zinc Chloride	154	
Sulphate of Alumina	68	
Sulphate of Copper	9	
Sulphur	560	
Window Glass	20	
Whisky (11,439 cases)	315	
		3,150
Total Imports	,	30,856

#### GRAIN ELEVATOR

Under the control and management of the **Searle Terminal Limited,** Lessee, the Commissioners' Grain Elevator has been efficiently operated. A summary of results for the year follows:—

Stocks in store, January 1st, 1936: Bushels Wheat ..... 540,600 22.200 Oats 562.800 Receipts, 1936: Wheat ..... 3.445.709 Oats ..... 71,729 3.517.438 4.080,238 Shipments, 1936: Wheat 3,433,368 65.691 Oats ..... 3.499.059 Stocks in store, December 31st, 1936: Wheat ..... 552.941 28,238 Oats ..... 581,179

#### FINANCIAL

Ordinary revenues in 1936 amounted to \$43,393.51, compared to \$37,787.06 in 1935, an increase of \$5,606.45. Ordinary operating expenditures aggregated \$26,820.45, as compared to \$28,213.50 in 1935, a decrease of \$1,393.05. No Capital Expenditures were made during the year.

### Ordinary Revenue Account for the Year Ended December 31st, 1936

R	C 77	Δ	11	11	Δ	C	٠
11	C Y	U	11	ш	C	O	۰

Water Lot Rental Charges for 1936 Harbour Dues, net Bank Interest Wharf Rentals	\$ 5,023.02 37,852.50 361.66 156.24	
Total Ordinary Revenue		\$43,393.51
Expenditures:		
Administration, Legal and Miscellaneous Expenses	13,093.59 13,726.86	
Total Ordinary Expenditures		26,820.45
Ordinary Revenue Surplus		\$16,573.06
Deduct:		
Loss on Grain Elevator Operations		3,718.72
NET SURPLUS		\$12,854.34

## FRASER RIVER CHANNEL

Minimum depth of water on the ordinary high tide (12-foot Sandheads) is 30 feet or 21 feet at low tide, from the entrance of the River to New Westminster, a distance of 22 miles. From New Westminster to Fraser Mills, a distance of three miles, the minimum depth at high tide as 28 feet or 23 feet at low tide. These controlling depths are determined by three comparatively short stretches of channel, namely, opposite Steveston (30 feet at high

tide, 21 feet at low tide), Annieville Channel immediately below the City of New Westminster (dredged to 33 feet at high tide, 28 feet at low tide) and Port Mann Channel above the New Westminster Bridge (28 feet at high tide, 23 feet at low tide), there being ample depth of water elsewhere.

Additional works designed further to improve these shallower stretches are steadily being carried out by the Department of Public Works of Canada. During the year a very considerable amount of work was done in the vicinity of Steveston including a further extension of 1000 feet to Woodward's Training Wall; the building of Albion Island Dyke N. 2, 3018 feet long, which it is proposed to extend this year another 4482 feet to a total length of 7500 feet; the purpose of these works being to confine the channel along this section and obliterate cross-flow during ebb tides. Extensive bank protection has also been carried out in this area and more is proposed. The purpose of these works is to hold the existing channel and concentrate the action of the currents to the bed of the channel in the form of scouring rather than allow erosion of the banks and consequent shoaling.

Annieville Bar was dredged during the winter and the minimum depth increased from 23 feet to 28 feet at low tide. Dredging operations in front of the loading wharf of the Pacific Coast Terminals Company Limited are now being carried out and will be completed in May. This will give a depth of 30 feet at low tide for a width at the entrance of 600 feet, width at lower end being 450 feet.

#### LIGHTING SYSTEM

The channel is well lighted for its entire length and these aids to night navigation are maintained in an efficient manner.





TWO VIEWS OF THE \$3,500,000 HIGHWAY BRIDGE Now under construction, crossing the Fraser River at New Westminster. The Bridge is being constructed by the Province of British Columbia.

### NEW WESTMINSTER (FRASER RIVER) BRIDGE

Last year's Annual Report of the Commissioners contained a brief description of the \$3,500,000 Highway Bridge in course of construction, spanning the Fraser River at New Westminster. Notwithstanding an unusually severe winter, which delayed the work for about six weeks, good progress has been made, but due to this delay it is not now anticipated that the Bridge will be completed and ready for operation before the end of September, 1937.

The South Approach of the Bridge, including embankment, has been completed, except for the paving of the approach embankment.

The North Approach across Columbia Street is now completed with the exception of the reinforced concrete span over Columbia Street. Grading operations at the North Bridge Head are well in hand and will be completed immediately.

All piers in the River are finished excepting Nos. 2 and 3. The latter should be completed by the middle of May and the former about one month later.

The Steel Superstructure has been completed for a distance of 650 feet from the South end (Pier No. 9). Erection of steel is now being continued.

At the main shipping channel the horizontal clearance is 450 feet and vertical clearance 146 feet above freshet water level. Flanking the main spans are two 350-foot spans which will give ample clearance for smaller craft. In addition to the foregoing there are two 250-foot spans and four 200-foot spans.

+

#### STEAMSHIP LINES

The following 31 Lines have regular sailings from the Port of New Westminster:

Anglo Canadian Shipping Co. Ltd.

Blue Funnel Line.

Blue Star Line.

Compagnie Generale Transatlantique Line.

Danish East Asiatic Line.

Donaldson Line.

Fred Olsen Line.

Fruit Express Line.

Furness Pacific Line.

Grace Line.

Hamburg-American Line.

Holland-Amerika Line.

Inter Ocean Line.

Isthmian Line.

Klaveness Line.

Matson Line.

Nippon Yusen Kaisha Line.

North German Lloyd.

Oceanic & Oriental Navigation Company.

Ocean Shipping Company.

Pacific Argentine Brazil Line.

Reardon Smith Line.

Royal Mail Line.

Silver Java Pacific Line.

Tacoma Oriental Steamship Company.

Transatlantic Steamship Company Ltd.

Union Steamship Company of New Zealand Ltd.

United Ocean Transport Company.

Vancouver-St. Lawrence Line.

Vancouver-West Indies Line.

Yamashita Kisen Kaisha.

## GENERAL STATISTICS

## COMPARATIVE RECORD OF SHIPPING, 1921-1936 Deep Sea Arrivals

		-				
Year	No	. of Vessels	Net Tons	Gross Tons		
1921		13	38,987	No Record		
1922	****************************	35	100,321	No Record		
1923		48	144,973	No Record		
1924	***************************************	100	333,138	525,069		
1925		150	476,420	786,106		
1926		175	579,167	926,046		
1927		153	486,603	776,229		
1928		198	625,271	1,004,622		
1929		248	827,762	1,312,031		
1930		297	994,673	1,578,189		
1931		301	1,052,865	1,690,634		
1932		311	1,087,878	1,737,429		
1933		409	1,454,842	2,343,276		
1934		453	1,639,342	2,670,630		
1935		434	1,575,535	2,575,350		
1936		525	1,857,784	3,035,139		
Local Coastwise Arrivals						
1935		,558	41,380	No Record		
1936		.646	50.104	No Record		

1935	******	1,558	41,380	No Record
1036		1.646	50.104	No Record

## COMPARATIVE RECORD OF DEEP SEA EXPORTS AND IMPORTS, 1927-1936

Year		EXPORTS Total Cargo Tons	IMPORTS Total Cargo Tons		and IMPORTS nd Total Approx. Value
1927		336,767	10,444	347,211	\$ 6,747,000
1928		367,313	5,942	373,255	10,001,968
1929		376,836	12,873	389,708	11,632,897
1930		395,340	36,270	431,610	13,396,184
1931		420,544	13,465	434,009	16,498,615
1932	******	446,754	14,634	461,388	12,369,686
1933		657,879	20,699	678,578	16,193,840
1934		766,299	36,127	802,426	23,497,021
1935	****	710,939	29,264	740,203	22,706,441
1936		977.163	30,856	1.008.019	34,767,000



WESTMINSTER PAPER CO. LTD.



BRODER CANNING COMPANY LIMITED

The largest fruit and vegetable cannery west of the Great Lakes. In 1936 this Company paid out more than \$250,000,00 in wages and for produce. Total production was over 6,000,000 cans.

# COMPARATIVE RECORD OF LUMBER PRODUCED AND SHIPPED BY MANUFACTURERS ON THE LOWER FRASER RIVER, 1923-1936

Year	Production Board Feet	Approximate Value	Water Board Feet	Rail Board Feet	Local Board Feet
1923	290,000,000	\$7,250,000	78,600,000	168,000,000	43,200,000
1924	322,086,000	8,052,000	119,469,000	153,736,000	40,527,000
1925	417,952,785	7,941,000	171,459,665	176,787,793	62,386,550
1926	459,806,957	8,736,000	211,230,950	178,779,482	56,750,612
1927	491,163,000	9,419,000	212,045,613	196,451,199	55,620,559
1928	494,692,143	9,474,000	201,307,000	234,024,755	59,795,602
1929	520,538,698	9,890,000	247,190,233	199,863,278	68,206,674
1930	445,247,843	7,124,000	227,163,260	151,778,294	74,394,630
1931	328,427,547	4,434,000	200,823,998	81,675,587	58,198,507
1932	318,687,465	3,825,000	206,131,114	64,494,173	49,794,546
1933	326,757,943	4,248,000	231,697,480	54,217,342	53,722,907
1934	373,559,738	5,603,000	252,754,935	63,573,133	52,406,347
1935	431,851,369	6,909,000	262,546,820	97,796,104	69,832,369
1936	630,180,425	11,495,000	374,393,766	122,998,968	107,625,755

## COMPARATIVE RECORD OF SHINGLE PRODUCTION ON THE LOWER FRASER RIVER, 1927-1936

Year	Production Squares	Approx. Value
1927	 1,783,000	\$3,924,000
1928	 1,961,000	4,315,000
1929	 1,549,000	3,400,000
1930	 1,158,000	2,316,000
1931	 890,000	1,424,000
1932	 972,000	1,400,000
1933	890,000	1,603,000
1934	 825,000	1,938,000
1935	 1,500,000	3,750,000
1936	 1,500,000	4,125,000

Shingles are principally shipped by rail, water-borne exports for 1936 being 68,270 squares.

+



GYPSUM, LIME AND ALABASTINE, CANADA, LTD, Head Office: Paris, Ontario.

The Fraser River branch of the above company during 1936 processed 20,000 tons of raw gypsum into more than 3,000,000 feet of gyproc.



FRASER VALLEY TIE LIMITED

An exclusive red cedar mill with a daily capacity of 70,000 feet, this plant features ties, bridge and mining timbers and also manufactures red cedar shingles.

### RECORD OF LOCAL COASTWISE CARGO

Year	Total Cargo Outward Tons	Total Cargo Inward Tons	Grand Total Tons	Approx. Value
1935	2,230	711,684	713.914	\$4,433,655
1936	100,231	899,618	999,849	5,826,627

## NATIONALITY OF DEEP SEA VESSELS

1933-1936

	1933	1934	1935	1936
British	179	205	235	301
U. S. A	70	73	37	14
Japan	51	46	45	4.3
Norway	39	55	47	74
French	5	8	9	5
Danish	24	17	15	25
C 1	14	15	11	14
	12	7	11	1
German	12	/	4	1
Holland	11	18	16	22
Italian	1	2	1	4
Panama	1	3	6	4
Finnish	1	2	1	0
Jugo-Slav	1	0	0	0
Greek	0	2	7	17
China	0	0	0	1
C AAAAAU				-
	409	453	434	525

Below is given the destination of lumber exported (water-borne), from the Fraser River for the past five years with the percentage for each country, viz:

	1932	1933	1934	1935	1936
U. S. Atlantic Coast	9%	4%	Nil	4%	10%
Orient	24%	37%	26%	15%	81/6
United Kingdom		27%	53%	54%	57%
Australia	35%	26%	14%	20%	13%
California	3%	1%	Nil	Nil	Nil
Canadian Atlantic Coast	6%	2%	3%	4%	1%
Other Countries	2%	3%	4%	3%	11%

# COMPARATIVE RECORD OF PILOTAGE RECEIPTS 1921-1936

Year	No. of Vessels on which Dues were Paid	Net Tons	Receipts
1921	57	39,934	\$ 1,429.19
1922	81	101,304	3,515.63
1923	100	146,042	4,830.83
1924	127	317,159	10,134.58
1925	205	499,543	16,184.12
1926	196	583,200	18,603.44
1927	198	463,558	15,289.87
1928	205	629,627	20,674.13
1929	258	812,738	26,197.93
1930	304	996,646	31,877.97
1931	303	1,039,047	32,767.40
1932		1,093,159	33,481.14
1933	406	1,416,636	42,158.99
1934	462	1,671,571	48,181.62
1935	433	1,570,331	45,412.76
1936	510	1,806,434	53,517.79



## PORT FACILITIES

+

#### PACIFIC COAST TERMINALS CO. LIMITED

**Dock No. 1, Berths A-B-C-D (Quay Wharf):** Length at face 2,015 feet. Depth of water at face 34 feet at low water. Berth "A": Shed accommodation 10,000 square feet. Berth "B": Dry, cool, cold storage and bonded warehouse with 1,800,000 cubic feet capacity. Berth "C": 45,000 square feet with sufferance warehouse. Berth "D": Shed accommodation 4,000 square feet.

Lumber can be delivered by truck, rail or lighter, unloaded and stored in yard and moved to ship's side by locomotive cranes.

**Equipment:** Two locomotives for yard and ship's side switching. One Brown hoist locomotive crane, 25-ton capacity, capable of moving approximately 200M. feet per working day of eight hours. Dock Lumber Capacity: Waterside, 3 million feet; yards, 25 million feet.

Direct connection with Canadian Pacific Railway, Canadian National Railway and Great Northern Railway. No switching charges. Trackage accommodation for 150 cars, also double track at ship's side; 8 switches daily, 4 C. P. R., 4 C. N. R. Waterside trackage accommodation, 42 cars. Fresh Water and electric light available for vessels, and telephone connections at all berths.

Dock No. 2 (Quay Wharf): Length at face 432 feet. Depth of water, 34 feet at low water. General cargo shed on property, capacity 6,000 square feet. Trackage accommodation for 6 cars, about 80 feet from dock face. Dock used principally for overside loading. Fresh water, electric light and telephone available for vessels.

Dock No. 3, Berths A & B (Quay Wharf): Length at face 1,100 feet. Trackage about 100 feet from Dock face. Shed accommodation: Berth "A," three-storey building, 52,000 square feet and a one-storey building 14,900 square feet; Berth "B," lumber storage capacity, one million feet, used chiefly for overside loading. Fresh water, electric light and telephone available for ships.



Vessels from left to right: M.S. "Delftdyk," M.S. "Pacific Pioneer," S.S. "Viking Star," S.S. "Laura," AN ABRIAL VIEW OF THE PLANT OF THE PACIFIC COAST TERMINALS COMPANY LTD. M.S. "American Reefer," M.S. "Canadian Reefer,"

#### CANADIAN WESTERN LUMBER COMPANY LIMITED

Fraser Mills: Length at dock face 1,000 feet, additional 300 feet under construction. Depth of water at dock face, 30 feet at low water. Trackage, total accommodation 200 cars. No waterside trackage. Lumber handling facilities, 6 Ross carriers; 2 large cranes.

#### BRUNETTE LUMBER COMPANY LIMITED

Brunette Mills: Length at dock face 1,200 feet. Depth of water, upper 600 feet, 10 to 15 feet; lower 600 feet, 30 feet at low water. Berthing accommodation, 1 ship. Trackage, 35-car capacity, about 150 feet from dock face. No waterside trackage. Lumber handling facilities, 3 Miller carriers, 1 Gerlinger carrier.

#### DOMINION TAR & CHEMICAL COMPANY LIMITED

Dock at Liverpool (South side Fraser River): Length at face 400 feet. Two oil tanks, capacity 1,750,000 gallons, located 250 feet from dock with pipe line connection. Depth of water, 30 feet. Trackage, about 250 feet from face of dock; accommodation, 8 cars; no waterside trackage.

## GYPSUM, LIME & ALABASTINE, CANADA, LIMITED

Dock at Liverpool (South side Fraser River): Length at face 240 feet. Depth of water, 19 feet at low water. Trackage, push car track to face of dock and overhead track to bunkers. Trackage alongside factory warehouse, in rear of dock, will accommodate 6 cars. Handling facilities, 2 push carts, each 2-ton capacity; 12 trucks, each ½-ton capacity.

## SEARLE TERMINAL LTD. (Fraser River Elevator)

Face at dock 1,100 feet. Berthing accommodation, 3 vessels. Depth of water, 30 feet at low water. Trackage accommodation amply provided for. Delivery, 2 belts with total capacity of 30,000 bushels per hour. Six spouts. Storage capacity, 800,000 bushels.

#### CANADA RICE MILLS LIMITED

Dock near Woodwards Landing (North side Fraser River): Length at face 400 feet. Depth at low water 30 feet. Warchouse with storage approximately 10,000 tons. Electric light and water. C. N. R. tracks adjoin wharf.

# NEW WESTMINSTER, B. C. DOCK & FORWARDING COMPANY LIMITED

**Dock at New Westminster:** Length at face 600 feet. Depth of water 31 feet at low water. Cargo shed 50x150 feet. Trackage. Equipped to handle lumber and all classes of general cargo.

## PORT CHARGES

The following rates are in force:

**Harbour Dues:** (By-law No. 84, approved by Order-in-Council, P. C. 580, dated March 16th, 1932);

On vessels having a net registered tonnage over ten tons; rate of two cents (2c) per net registered ton, payable on not more than five entries in any one calendar year;

On vessels having a net registered tonnage of ten tons or under: fifty cents (50c) payable on not more than two entries in any one calendar year;

On vessels having no registered tonnage, or when the registered tonnage is not available; rate of one and one-third cents (1-1/3c) per gross ton, payable on not more than five entries in any one calendar year.

**Pilotage:** To or from Lightship at mouth of river, one cent per registered ton and one dollar per foot draught. Minimum twenty-five dollars. For shifting from berth to berth, ten dollars, with an additional five dollars where a shift requires passage through Westminster Bridge.

**Sick Mariners' Dues:** A Dominion Government charge applicable to all ports, payable only once on any one continuous voyage, two cents per net registered ton, payable on any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 44, Part V.).

Bill of Health: One Dollar.

**Fumigation:** Cyanide Process,  $37\frac{1}{2}$ c per 1,000 cubic feet for the first 400,000 cubic feet; 25c per 1,000 cubic feet for the next 200,000 cubic feet; 20c per 1,000 cubic feet for all over 600,000 cubic feet.

**Pure Water:** Twenty cents (20c) per 100 cubic feet, or seven cents (7c) per ton.

Port Warden's Fees: As established by the Council of the New Westminster Board of Trade and approved by Dominion Government Order-in-Council (P. C. No. 1139) of 30th June, 1928, which are the same fees that are in force at other British Columbia Ports.

**Stevedoring:** Is handled entirely under private contract between ship's Agents and the Stevedores.

No Charge of any Description is Levied on Cargo by the Port Authority.

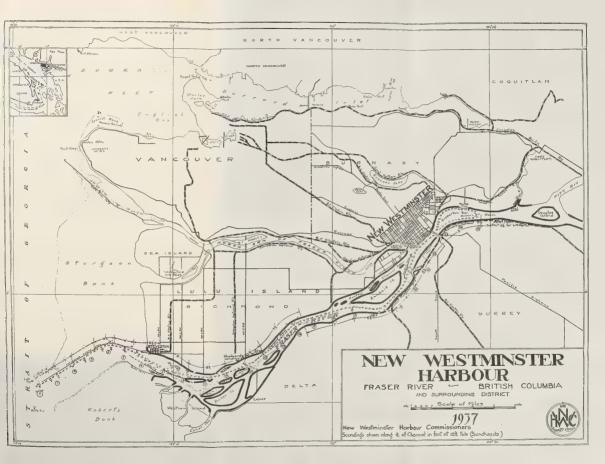
NOTE: Terminal Docks being privately operated, rates for wharfage, storage, handling charges, etc., may be obtained from operating company.



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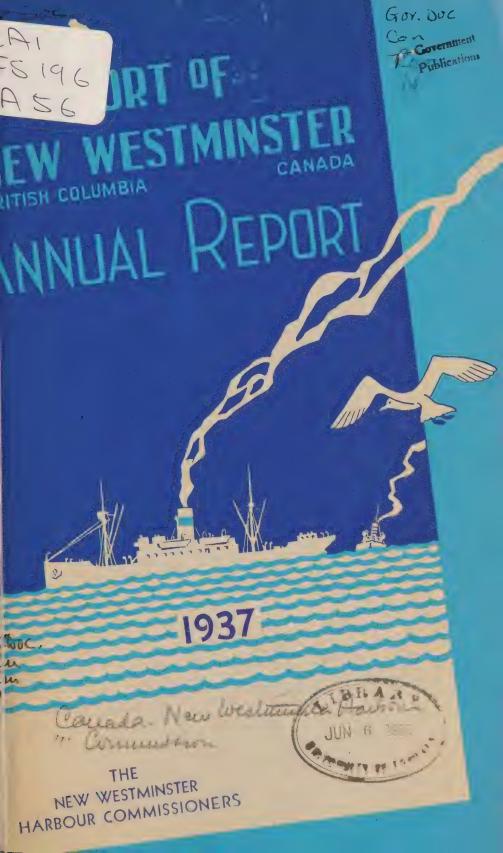




# Part of New Westminster

The Nearest Tidewater Gateway
to the Great Peace River
Country







# ANNUAL REPORT

OF

# THE NEW WESTMINSTER HARBOUR COMMISSIONERS

FOR THE YEAR 1937



COMMISSIONERS
KILBURN K. REID, Chairman
WILLIAM GIFFORD
GEORGE L. CASSADY

‡

# **OFFICIALS**

W. B. ENGLISH, Secretary
CAPT. JOHN SCLATER, Harbour Master
W. G. SWAN, C.E., M.E.I.C., Consulting Engineer
H. E. GORDON, Statistician.



THE HONOURABLE CLARENCE D. HOWE, B.Sc. MINISTER OF TRANSPORT

# THE NEW WESTMINSTER HARBOUR COMMISSIONERS



March 11th, 1938.

To The Hon. Clarence D. Howe, Minister of Transport, Ottawa, Canada.

Sir:

A Report of Operations for the calendar year 1937 is herewith respectfully submitted.

We have the honour to be, Sir,

Yours respectfully,

KILBURN K. REID, Chairman.

WILLIAM GIFFORD,

Commissioner.

GEORGE L. CASSADY,

Commissioner.



PERSONNEL
NEW WESTMINSTER
HARBOUR COMMISSION

# In Memoriam

#### CHARLES A. WELSH

It is with profound regret that the Commissioners record the sudden passing, in February, 1938, of Mr. C. A. Welsh. Since his arrival in New Westminster in 1890, Mr. Welsh assumed a leading role in the business, social and public life of the community, and his loss is keenly felt by all. In 1921, he was appointed a member of The New Westminster Harbour Commission and since 1935 was Chairman of the Board. The latter few years of his life was devoted almost entirely to the interests and advancement of the Port of New Westminster.

In April, 1938, Mr. George L. Cassady, a leading Barrister and Solicitor of this City, recently a member of the City Council and immediate Past President of the New Westminster Board of Trade, was appointed a Commissioner in succession to the late Mr. Welsh. Mr. Cassady is a native Son of British Columbia and a resident of New Westminster since 1907. He served during the Great War in the British Anti-submarine Naval Service in command of a patrol vessel and was mentioned in despatches and awarded the Distinguished Service Cross for his successful action against an enemy submarine. Mr. Cassady holds a master's certificate and his general marine knowledge, as well as his wide experience in public life, will be of great value to this Commission.

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A SECTION OF THE HARBOUR OF NEW WESTMINSTER.

# ANNUAL REPORT 1937

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#### **FOREWORD**

While the volume of traffic at the Port of New Westminster during the calendar year 1937 was not as large as in 1936, nevertheless a very successful year was again experienced.

Disturbed conditions in the Orient, higher ocean freight rates that obtained during most of the year and a short wheat crop in the Prairie Provinces, were factors adversely affecting Pacific Coast Shipping and would account for this relatively small decline in traffic.

On the other hand, exports to the United Kingdom and other Empire countries show some increase, especially is this so in regard to doors, apples and bar metal.

In the ensuing pages of this Report there will be found full details of port operations and other general information.



BERTH D.—MAIN DOCK, PACIFIC COAST TERMINALS CO. LTD. LOADING BAR METAL AND FIR TIES FOR U.K.

3,351,642

# SHIPPING

Statement showing the total number of vessels, with net registered tonnage, arrived and departed during the calendar year 1937 with comparative figures for 1936:

#### (1) DEEPSEA OR OCEAN GOING:

	ARRIVALS:		
	<b>Year.</b> 1937 1936		
	DEPARTURES: 1937 1936	458 518	1,637,300 1,837,484
(2)	COASTAL:		
	ARRIVALS: 1937 1936		51,214 ·50,104
	DEPARTURES: 1937 1936	1,730 1,696	51,960 50,880
(3)	SUMMARY, 1937:		
	Deepsea or Ocean-going Coastal	,683	511,168
	DEPARTURES:		1,002,302
	Deepsea or Ocean-going Coastal 1	1,730	537,300 51,960 ———1,689,260

#### CARGO TONNAGE

GRAND TOTAL .... 4,321

Statement showing the total quantity of water-borne cargo tonnage landed and embarked by vessels arriving and departing during the calendar year 1937 with comparison for 1936:

Basis: Tons—2,000 lbs. W. or M.				
Classification.	Inward.	Outward.	Total.	
Foreign	25,442	868,026	893,468	
Domestic	862,243	109,614	971,857	
Total 1937	887,685	977,640	1,865,325	
Total 1936	930,474	1,077,394	2,007,868	

Опровидения применения в пр

# PRINCIPAL DEEP-SEA EXPORTS, 1936-1937

	Quantity.	
Commodity.	1936	1937
Lumber and Forest Products, ft. b.m. 2	.92,998,392	283,151,033
Doors, pieces		1,182,195
Woodpulp, tons	5,720	6,309
Bar Metal: Lead, zinc, cadmium, white		
metal, tons	251,117	236,477
Zinc Concentrates, tons	15,400	46,279
Scrap Steel, tons	18,308	6,741
Sulphate of Ammonia, tons	51,449	34,557
Ammonium Phosphate, tons	3,004	10,512
Grain, bushels	3,422,072	791,938
Flour, barrels	50,540	32,344
Evaporated Milk, cases	52,680	48,101
Canned Salmon, cases	8,500	47,194
Apples, boxes	1,392,783	1,313,901
Pears, boxes	210,839	83,905
Wool, tons	464	288
Miscellaneous, tons	12,308	13,358
PRINCIPAL DEEP-SEA IMPO	RTS, 1936-1	937
Corn, tons	4,040	2,942
Phosphate Rock, tons	2,659	2,242
Rice, tons	10,526	10,927
Creosote, tons	142	214
Muriate of Potash, tons	758	1,078
Binder Twine, tons	770	138
Miscellaneous, incl. Hardware, tons	7,707	7,901
,	,	

# LOCAL COASTWISE CARGO TONNAGE Outward

Out word	Tons.	
	1936	1937
Fertilizer	953*	304
Grain Products	1,632	2,025
Potatoes	219	72
Sand, Gravel and Rock	95,873	105,000
Gypsum	1,427	1,549
Miscellaneous	127	664
	100,231	109,614
Inward		
Cement	11,635	11,485
Clam Shells		83
Coal	35,705	33,218
Fertilizer	616	1,060
Fuel Oil	3,649	3,320
Gasoline	3,255	9,302
Stove Oil	288	590
Diesel Oil	145	175
Grain Products	137	88
General	172	82
Lime	946	662
Logs	840,240	798,228
Wood Pulp	2,830	3,950
	899,618	862,243



AERIAL VIEW OF TRAIL, showing plant of the Consolidated Mining & Smelting Co. of Canada Limited. Chemical and ferthizer plants in the hireanning, smelter on left, and City of Trail on right. This plant annually ships thousands of tons of its products through the Port of New Westminster.

# EXPORTS BY COUNTRIES

\*:

Australia	Tons.
Box Shooks Broomhandles	14,375 14
Canned Pilchards Canned Salmon Fir Lath	22 1,351 82
Lumber Plywood	77,106 39 8
Shingles Wheat	4,186 ———— 97,183
British West Indies	
Box Shooks Broomhandles	95 1
Canned Salmon Evaporated Milk Flour	1/ <sub>2</sub> 25
Oats Paper (Tissue)	3, <b>2</b> 37 50 5
Rope	5 2½ 3,417
Central America Broomhandles	8
Evaporated Milk	<b>6</b> 6 212
Lumber Potatoes	15 130 ———————————————————————————————————
China	
Apples Fir Ties Gutta Percha	7½ 3,368 2
Lead	128 <b>2.6</b> 08
Sulphate of Ammonia Zinc	<b>21,338</b> 4,596 194
-	32,241 1/2

EXPORTS—(Cont'd.)  East Africa	_	
Broomhandles Lead Lumber	. 193	1,764
Eastern Canada		
Lumber Plywood Rice	. 32	3,819
Europe		
Apples Box Shooks Broomhandles Cadmium Canned Salmon Flour Frozen Fish General Horse Tail Hair Lead Logs Lumber Mild Cured Salmon Pears Plywood Potassium Xanthate Potatoes Rope Zinc Zinc Concentrates	10 6 5 53 127 112 1 22 6,563 40 2,585 58 678 346	69,245
Fiji Islands	1	/2
Lumber		1,0241/2
Hawaiian Islands		
Ammonium Phosphate Lumber Sulphate of Ammonia	5,270 606 20,399	26,275

EXPORTS—(Cont'd.)		
Japan	Tons.	
General Kip Skins Lead Logs Lumber Scrap Steel Sulphate of Ammonia White Metal	5 	
Wood PulpZinc		
Lava		70,196
Sulphate of Ammonia	1,084	
		1,084
Apples Canned Salmon Pears	1	2,015
Philippines		
Ammonium Phosphate Flour Logs Sulphate of Ammonia	577 262	14251
Samoan Group		14,351
Paper (Kraft)	4	4
Society Islands		4
Lumber	108	100
South Africa		108
Box Shooks Broomhandles Canned Salmon		
Doors Lead	614	
Lumber Plywood	,	
Shingles Zinc	69	
		25,448



PACIFIC COAST TERMINALS CO. LTD. THE NEW FERTILIZER PLANT OF BUCKERFIELD'S LTD. CAN BE SEEN ON THE LEFT.

EXPORTS—(Cont'd.)  South America		
Box Shooks Canned Salmon Fir Ties Flour Logs Lumber Paper Bags Plywood Rope Wheat Wool Tops Zinc	Tons. 13,833 61 165 5 48 4,713 3 1 9 32 8 40	18,918
Canned Salmon Fir Lath Lumber Rice Shingles Silver Bullion Strawberries	161 5,036 39,862 75 550 83 1	45,768
United Kingdom		
Apples Barley Malt Beef Casings Box Shooks Broomhandles Cadmium Canned Apples Canned Apricots Canned Loganberries Canned Peaches Canned Pears	28,884 340 1 1,228 1,190 98½ 367 12 7 2	

#### EXPORTS-

United Kingdom—	(Cont'd.)
-----------------	-----------

· ·	Tons.
Canned Salmon	69
Cascara Bark	17
Cottonseed Oil	1
Doors	20,686
Dressed Poultry	147
Evaporated Milk	1,090
Fertilizer	56
Fir Ties	6,009
Floor Blocks	1,038
Flour	2,030
Frozen Fish	175
General	57
Hoe Handles	1
Lead	106,659
Liquified Carbon Dioxide	3
Logs	60
Lumber	191,151
Mild Cured Salmon	32
Milk Powder	8
Neatsfoot Oil	3
Oat Feed	1,782
Oat Meal	343



A VIEW SHOWING A PORTION OF THE HARBOUR, INC THE NEW PATTULLO

#### EXPORTS-

# United Kingdom—(Cont'd.)

	ons
Paper (Kraft)	15
Paper (Toilet)	6
	895
Di I	186
Potatoes	33
Dall I O i	142
Rope	3
Salt Casings	1
Causa Al :	129
Scrap Steel	50
Sheep Pelts	1
CI:	487
Strawberries	10
Stucco	7
\ \ /   t	,
White Metal	750
Wool	31 1/2
	288
Zinc	055
	454,734
Total Exports	868,026



RTHED AT THE PACIFIC COAST TERMINALS CO. LTD. EN ON THE RIGHT.

# IMPORTS BY COUNTRIES

\*

China	Tons. 228	
Peanuts	9,147	9,375
Eastern Canada	E 3/10	
Miscellaneous Hardware Sealing Wax	5,348	5,365
Egypt		
Rice	784	784
Europe		
Cognac Copper Sulphate Dates	23 90 3	
General Muriate of Potash	218 1,078	
RopeSulphate of Potash	35 1 <b>2</b> 9	1 576
New South Wales		1,576
Rice	996	996
South Africa		930
Corn	2,942	2,942
South America		<i>-,</i> / 1 <i>-</i>
Bird Seed Brazil Nuts	17	
Coffee Corned Beef	86 13	
Nitrate of Soda	100	218

United States of America  Fertilizer 17 General 22 Nitrate of Soda 20 Phosphate Rock 1,000	1,059
United Kingdom	
Aluminum Sheets         224           Binder Twine         138           Bird Seed         2           Carbon         27           Creosote Oil         214           Cresylic Acid         74           Dried Peas         36           Galvanized Sheets         29           General         264           Phosphate Rock         1,242           Salt         28           Sodium Cyanide         151           Solid Zinc Chloride         281           Sulphate of Alumina         109           Tinplates         8           Whisky         243           Window Glass         57	3,127
Total Imports	25,442

# GRAIN ELEVATOR

Under the control and management of the Searle Terminal Limited, Lessee, the Commissioners' Grain Elevator was efficiently operated. A summary of results for the year follows:

Stocks	in	Store	January	1st,	19	37	:
--------	----	-------	---------	------	----	----	---

Wheat Oats		581,179
Receipts, 1937:		501,117
Wheat (Rail) Oats (Rail) Barley (Rail)	148,952	
Shipments, 1937:	_	1,453,914
Wheat (Vessel) (Rail) (Truck)	281,875	
Oats (Rail) Barley (Rail)		
Stocks in Store December 31st, 19		1,243,402
Wheat Oats Barley		111,540 84,507 14,465 ————— 210,512



M.S. "PACIFIC PRESIDENT"

Loading wheat for the United Kingdom at the Searle Terminal Ltd.

# **FINANCIAL**

## Ordinary Revenue Account for Year Ended December 31st, 1937.

Revenues:		
Water Lot Rental Charges for 1937 \$ 5,885.46 Harbour Dues, net	) 7	
Total Ordinary Revenue	\$	40,994.35
Expenditures:  Administration, Legal and Miscellane- ous Expenses \$ 14,859.42 Interest on Government Loan \$ 13,726.86  Total Ordinary Expenditures	<u>-</u>	28,586.28
Ordinary Revenue Surplus	\$	12,408.07
Deduct: Loss on grain elevator operations		4,043.16
NET SURPLUS	\$	8,364.91



A TOW OF LOGS HEADED FOR THE FRASER RIVER, WHERE MANY MILLIONS OF FEET ARE ANNUALLY CUT INTO LUMBER FOR WORLD MARKETS.

# FRASER RIVER CHANNEL

\*

Minimum depth of water on the ordinary high tides (12 feet Sandheads) from the entrance of the river on the Straits of Georgia to New Westminster, a distance of 22 miles, is 30 feet, or 21 feet at low tide. From New Westminster to Fraser Mills, a distance of three miles, the minimum depths are, at high tide, 28 feet, or 23 feet at low tide. The controlling depths are located in the Steveston Channel, six miles inside the mouth—30 feet at high tide, 21 feet at low tide; Annieville Channel immediately below New Westminster—30 feet at high tide, 25 feet at low tide; and west of Port Mann on the South side of the river above New Westminster Bridge—28 feet at high tide, 23 feet at low tide, there being ample depth in the channel elsewhere.

Control works for the permanent improvement of these shallower stretches are being carried out by the Department of Public Works of Canada. During the year several projects were in course of completion at Steveston, consisting of repairs to Woodwards Training Wall, bank protection along Woodwards Island to confine the channel, and an extension to Albion Island Dyke No. 2, a further length of 3780 feet, making the total length 6797 feet. A further extension is contemplated next year. The purpose of this work is to confine the flow within the channel limits and to eliminate cross currents during ebb tidal periods. All these works have as their object the confining of the total river and tidal flow within the confines of the channel, so that the channel will be scoured out to the required depth without the need of dredging. Meanwhile the Public Works Dredge No. 303, of the suction hopper type, continues to dredge along those localities where shoaling occurs so that the depths required may be maintained

Dredging at Annieville Channel and in the North channel east of the bridge is contemplated.

Dredging in front of the Pacific Coast Terminals Company's wharf was completed in May to give a depth of 30 feet at low water for an entrance width of 600 feet, narrowing to 450 feet at the westerly end.

#### LIGHTING SYSTEM

The channel is well lighted for its entire length and these aids to night navigation are maintained in an efficient manner.

#### STEAMSHIP LINES

The following 32 Lines have regular sailings from the Port of New Westminster:

Anglo Canadian Shipping Co. Ltd.

Blue Funnel Line.

Blue Star Line.

anales communication contains the contains

Compagnie Generale Transatlantique Line.

Danish East Asiatic Line.

Donaldson Line.

Fred Olsen Line.

Fruit Express Line.

Furness Pacific Line.

Grace Line.

Hamburg-American Line.

Holland-Amerika Line.

Inter Ocean Line.

Isthmian Line.

Klaveness Line.

Knutsen Line.

Matson Line.

Nippon Yusen Kaisha Line.

North German Lloyd.

Oceanic & Oriental Navigation Company.

Ocean Shipping Company.

Pacific Argentine Brazil Line.

Reardon Smith Line.

Royal Mail Line.

Silver Java Pacific Line.

Tacoma Oriental Steamship Company.

Transatlantic Steamship Company Ltd.

Union Steamship Company of New Zealand Ltd.

United Ocean Transport Company.

Vancouver-St. Lawrence Line.

Vancouver-West Indies Line.

Yamashita Kisen Kaisha.

# GENERAL STATISTICS

## COMPARATIVE RECORD OF SHIPPING, 1921-1937 **Deep Sea Arrivals**

Year. 1921 1922 1923 1924 1925 1926 1927 1928 1929 1930 1931 1932 1933 1934 1935	13 35 48 100 150 175 153 198 248 297 301 311 409 453	sels. Net Tons 38,987 100,321 144,973 333,138 476,420 579,167 486,603 625,271 827,762 994,673 1,052,865 1,087,878 1,454,842 1,639,342 1,575,535 1,857,784	Gross Tons No Record No Record To Re
1937		1,611,168	2,655,235
1935 1936 1937	1,558 1,646	41,380 50,104 51,214	No Record No Record No Record

# COMPARATIVE RECORD OF DEEP SEA EXPORTS AND IMPORTS, 1927-1937

	EXPORTS Total Cargo	IMPORTS Total Cargo		AND IMPORTS nd Total
Year.	Tons	Tons	Tons	Approx. Value
1927	336,767	10,444	347,211	\$ 6,747,000
1928	367,313	5,942	373,255	10,001,968
1929	376,836	12,873	389,708	11,632,897
1930	395,340	36,270	431,610	13,396,184
1931	420,544	13,465	434,009	16,498,615
1932	446,754	14,634	461,388	12,369,686
1933	657,879	20,699	678,578	16,193,840
1934	766,299	36,127	802,426	23,497,021
1935	710,939	29,264	740,203	22,706,441
1936	977,163	30,856	1,008,019	34,767,000
1937	060,036	25,442	893,468	39,739,443



THE MARCH OF TIME

A cleasing seek of the menuty completed Portrallo Bridge built in 1904 and which is new british used solely to the background can be seen the old Westmanster Bridge built in 1904 and which is new british used solely

# COMPARATIVE RECORD OF LUMBER PRODUCED AND SHIPPED BY MANUFACTURERS ON THE LOWER FRASER RIVER, 1923-1937.

Approximate

	Board Feet	Value	Board Feet		Local Board Feet
	290,000,000	\$7.250.000	78 600 000	168 000 000	43,200,000
	322,086,000				
	417,952,785	7,941,000			62,386,550
	459,806,957	8,736,000			56,750,612
	491,163,000	9,419,000	212,045,613	196,451,199	55,620,559
		9,474,000	201,307,000	234,024,755	59,795,602
-	520,538,698			, ,	68,206,674
	445,247,843	7,124,000	227,163,260		74,394,630
	328,427,547	4,434,000	200,823,998	, , ,	58,198,507
	318,687,465	3,825,000	206,131,114		49,794,546
	326,757,943	4,248,000	231,697,480		53,722,907
		5,603,000	252,754,935		52,406,347
		6,909,000	262,546,820		69,832,369
		11,495,000	374,393,766	122,998,968	107,625,755
	635,913,000	13,354,173	385,793,000	140,494,000	100,751,000
		Board Feet 290,000,000 322,086,000 417,952,785 459,806,957 491,163,000 494,692,143 520,538,698 445,247,843 328,427,547 318,687,465 326,757,943 373,559,738 431,851,369 630,180,425	Board Feet         Value           290,000,000         \$7,250,000           322,086,000         8,052,000           417,952,785         7,941,000           459,806,957         8,736,000           491,163,000         9,419,000           494,692,143         9,474,000           520,538,698         9,890,000           445,247,843         7,124,000           328,427,547         4,434,000           318,687,465         3,825,000           326,757,943         4,248,000           373,559,738         5,603,000           431,851,369         6,909,000           630,180,425         11,495,000	Board Feet         Value         Board Feet           290,000,000         \$7,250,000         78,600,000           322,086,000         8,052,000         119,469,000           417,952,785         7,941,000         171,459,665           459,806,957         8,736,000         211,230,950           491,163,000         9,419,000         212,045,613           494,692,143         9,474,000         201,307,000           520,538,698         9,890,000         247,190,233           445,247,843         7,124,000         227,163,260           328,427,547         4,434,000         200,823,998           318,687,465         3,825,000         206,131,114           326,757,943         4,248,000         231,697,480           373,559,738         5,603,000         252,754,935           431,851,369         6,909,000         262,546,820           630,180,425         11,495,000         374,393,766	Board Feet         Value         Board Feet         Board Feet           290,000,000         \$7,250,000         78,600,000         168,000,000           322,086,000         8,052,000         119,469,000         153,736,000           417,952,785         7,941,000         171,459,665         176,787,793           459,806,957         8,736,000         211,230,950         178,779,482           491,163,000         9,419,000         212,045,613         196,451,199           494,692,143         9,474,000         201,307,000         234,024,755           520,538,698         9,890,000         247,190,233         199,863,278           445,247,843         7,124,000         227,163,260         151,778,294           328,427,547         4,434,000         200,823,998         81,675,587           318,687,465         3,825,000         206,131,114         64,494,173           326,757,943         4,248,000         231,697,480         54,217,342           373,559,738         5,603,000         252,754,935         63,573,133           431,851,369         6,909,000         262,546,820         97,796,820           630,180,425         11,495,000         374,393,766         122,998,968

# COMPARATIVE RECORD OF SHINGLE PRODUCTION ON THE LOWER FRASER RIVER, 1927-1937.

Year.	Production. Squares.	Appro. Value.
1927	1,783,000	\$3,924,000
1928	1,961,000	4,315,000
1929	1,549,000	3,400,000
1930	1,158,000	2,316,000
1931	890,000	1,424,000
1932	972,000	1,400,000
1933	890,000	1,603,000
1934	825,000	1,938,000
1935	1,500,000	3,750,000
1936	1,500,000 -	4,125,000
1937	1.350,000	4,455,000

Shingles are principally shipped by rail, water-borne exports for 1937 being 17,622 squares.

## NATIONALITY OF DEEP SEA VESSELS 1933 - 1937

	1933	1934	1935	1936	1937
British	179	<b>2</b> 05	235.	301	226
U. S. A	70	73	37	14	29
Japan	51	46	45	43	24
Norway	39	55	47	74	69
French	5	8	9	5	20
Danish	24	17	15	25	26
Sweden	14	15	11	14	6
German	12	7	4	1	12
Holland	11	18	16	22	15
Italian	1	2	1	4	2
Panama	1	3	6	4	2
Finnish	1	2	1	0	0
Jugo-Slav	1	0	0	0	1
Greek	0	2	7	17	10
China	0	0	0	1	1
Canadian	0	0	0	0	1
Spanish	0	0	0	0	4
Hungarian	0	0	0	0	2
	409	453	434	525	450

Below is given the destination of lumber exported (water-borne) from the Fraser River for the past six years with the percentage for each country, viz.:

1932	1933	1934	1935	1936	1937
U. S. Atlantic Coast 9%	4%	Nil	4%	10%	9%
Orient 24%	37%	26%	15%	8%	7%
United Kingdom 21%	27%	53%	54%	57%	51%
Australia35%	26%	14%	20%	13%	20%
California 3%	1%	Nil	Nil	Nil	2%
Canadian Atlantic					
Coast 6%	2%	3%	4%	1%	1%
Other Countries 2%	3%	4%	.3%	11%	10%

# COMPARATIVE RECORD OF DOMESTIC CARGO TONNAGE 1935-1937

Year.	Total Cargo Outward Tons	Total Cargo Inward Tons	Grand Total Inward & Outward Tons	Approx. Value
1935	2,230	711,684	713,914	\$4,433,655
1936	100,231	899,618	999,849	5,826,627
1937	109,614	862,243	971,857	6,287,588

# COMPARATIVE RECORD OF PILOTAGE RECEIPTS, 1921-1937

		No. of Vessels		
Year.	on	which dues were paid.	Net Tons.	Receipts.
1921		5 <b>7</b>	39,934	\$ 1,429.19
1922		81	101,304	3,515.63
1923		100	146,042	4,830.83
1924		127	317,159	10,134.58
1925		205	499,543	16,184.12
1926	**********	196	583,200	18,603.44
1927		198	463,558	15,289.87
1928	*****************	205	629,627	20,674.13
1929	*******	258	812,738	26,197.93
1930	******	304	996,646	31,877.97
1931		303	1,039,047	32,767.40
1932	******		1,093,159	33,481.14
1933			1,416,636	42,158.99
1934			1,671,571	48,181.62
1935		433 . 1	,570,331	45,412.76
1936			,806,434	53,517.79
1937			,682,500	49,421.29

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# PORT FACILITIES

\*

#### PACIFIC COAST TERMINALS CO. LIMITED

Dock No. 1, Berths A-B-C-D (Quay Wharf): Length at face, 2,015 feet. Depth of water at face 34 feet at low water. Berth "A": Shed accommodation 10,000 square feet. Berth "B": Dry, cool, cold storage and bonded warehouse with 1,800,000 cubic feet capacity and 116,900 square feet warehouse capacity. Berth "C": 45,000 square feet with sufference warehouse. Berth "D": Shed accommodation 4,000 square feet.

Lumber can be delivered by truck, rail or lighter, unloaded and stored in yard and moved to ship's side by locomotive cranes.

**Equipment:** Two locomotives for yard and ship's side switching. One Brown hoist locomotive crane, 25-ton capacity, capable of moving approximately 200 M. feet per working day of eight hours. Dock lumber capacity: Waterside, 3 million feet; yards, 25 million feet.

Direct connection with Canadian Pacific Railway, Canadian National Railway and Great Northern Railway. No switching charges. Trackage accommodation for 200 cars, also double track at ship's side; 8 switches daily, 4 C.P.R., 4 C.N.R. Waterside trackage accommodation, 42 cars. Fresh water and electric light avialable for vessels, and telephone connections at all berths.

**Dock No. 2** (**Quay Whorf**): Length at face 432 feet. Depth of water, 34 feet at low water. General cargo shed located on property, capacity 6,000 square feet. Trackage accommodation for 6 cars, about 80 feet from dock face. Dock used principally for overside loading. Fresh water, electric light and telephone available for vessels.

**Dock No. 3, Berths A & B (Quay Wharf):** Length at face 1,100 feet. Trackage about 100 feet from Dock face. Shed accommodation: Berth "A," a one-storey building 14,900 square feet; Berth "B," lumber storage capacity, one million feet, used chiefly for overside loading. Fresh water, electric light and telephone available for ships.

#### CANADIAN WESTERN LUMBER COMPANY LIMITED

**Fraser Mills:** Length at dock face, 1,300 feet. Depth of water at dock face, 30 feet at low water. Trackage, total accommodation 200 cars. No waterside trackage. Lumber handling facilities, 6 Ross carriers; 2 large cranes.

#### BRUNETTE LUMBER COMPANY LIMITED

Brunette Mills: Length at dock face, 1,200 feet. Depth of water, upper 600 feet, 10 to 15 feet; lower 600 feet, 30 feet at low water. Berthing accommodation, 1 ship. Trackage, 35-car capacity, about 150 feet from dock face. No waterside trackage. Lumber handling facilities, 3 Miller carriers, 1 Gerlinger carrier.

#### DOMINION TAR & CHEMICAL COMPANY LIMITED

Dock at Liverpool (South Side Fraser River): Length at face 400 feet. Two oil tanks, capacity 1,750,000 gallons, located 250 feet from dock with pipe line connection. Depth of water, 30 feet. Trackage, about 250 feet from face of dock; accommodation, 8 cars; no waterside trackage.

#### GYPSUM, LIME & ALABASTINE, CANADA, LIMITED

Dock at Liverpool (South Side Fraser River): Length at face 240 feet. Depth of water, 19 feet at low water. Trackage, push car track to face of dock and overhead track to bunkers. Trackage alongside factory warehouse, in rear of dock, will accommodate 6 cars. Handling facilities, 2 push cars, each 2-ton capacity; 12 trucks, each 1/2-ton capacity.

#### SEARLE TERMINAL LTD. (FRASER RIVER ELEVATOR)

Face at dock, 1,100 feet. Berthing accommodation, 3 vessels. Depth of water, 30 feet at low water. Trackage accommodation amply provided for. Delivery, 2 belts with total capacity of 30,000 bushels per hour. Six spouts. Storage capacity, 800,000 bushels.

#### CANADA RICE MILLS LIMITED

Dock Near Woodwards Landing (North Side Fraser River): Length at face 400 feet. Depth at low water, 30 feet. Warehouse with storage approximately 10,000 tons. Electric light and water. C.N.R. tracks adjoin wharf.

## NEW WESTMINSTER, B. C., DOCK & FORWARDING CO. LTD.

Dock at New Westminster: Length at face 600 feet. Depth of water 31 feet at low water. Cargo shed 50x150 feet. Trackage. Equipped to handle lumber and all classes of general cargo.

## PORT CHARGES

\*

The following rates are in force:

**Harbour Dues:** (By-law No. 84, approved by Order-in-Council, P.C. 580, dated March 16th, 1932):

On vessels having a net registered tonnage over ten tons: rate of two cents (2c) per net registered ton, payable on not more than five entries in any one calendar year;

On vessels having a net registered tonnage of ten tons or under: Fifty cents (50c) payable on not more than two entries in any one calendar year;

On vessels having no registered tonnage, or when the registered tonnage is not available: rate of one and one-third cents (1 1-3c) per gross ton, payable on not more than five entries in any one calendar year.

**Pilotage:** To or from Lightship at mouth of river, one cent per net registered ton and one dollar per foot draught. Minimum twenty-five dollars. For shifting from berth to berth, ten dollars, with an additional five dollars where a shift requires passage through Westminster Bridge.

**Sick Mariner's Dues:** A Dominion Government charge applicable to all ports, payable only once on any one continuous voyage, two cents per net registered ton, payable on any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 44, Part V.).

Bill of Health: One Dollar.

**Fumigation:** Cyanide process,  $37\frac{1}{2}$ c per 1000 cubic feet for the first 400,000 cubic feet; 25c per 1000 cubic feet for the next 200,000 cubic feet; 20c per 1000 cubic feet for all over 600,000 cubic feet.

**Pure Water:** Twenty cents (20c) per 100 cubic feet, or seven cents (7c) per ton.

**Port Warden's Fees:** As established by the Council of the New Westminster Board of Trade and approved by Dominion Government Order in Council (P.C. No. 1139) of 30th June, 1928, which are the same fees that are in force at other British Calumbia Ports.

**Stevedoring:** Is handled entirely under private contract between ship's Agents and the Stevedores.

No Charge of Any Description is Levied on Cargo by the Port Authority.

**NOTE:** Terminal Docks being privately operated, rates for wharfage, storage, handling charges, etc., may be obtained from operating company.

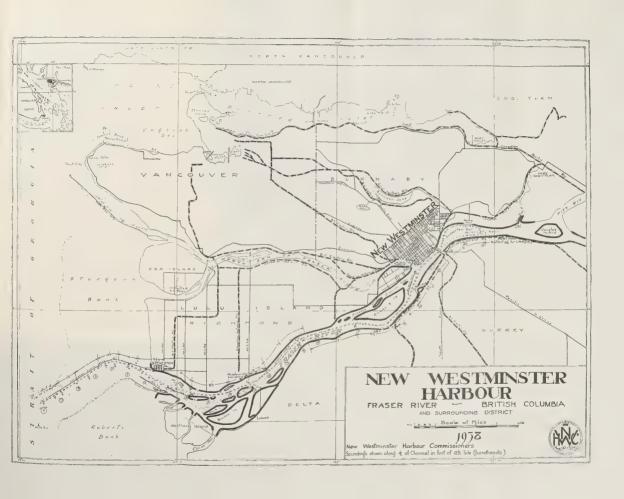


AN ORCHARD SCENE IN THE OKANAGAN VALLEY In 1937 1,313,901 boxes of Okanagan apples were shipped through the Port of New Westminster.



THE COLUMBIAN CO. LTD.
Printers and Bookbinders
New Westminster, B. C.







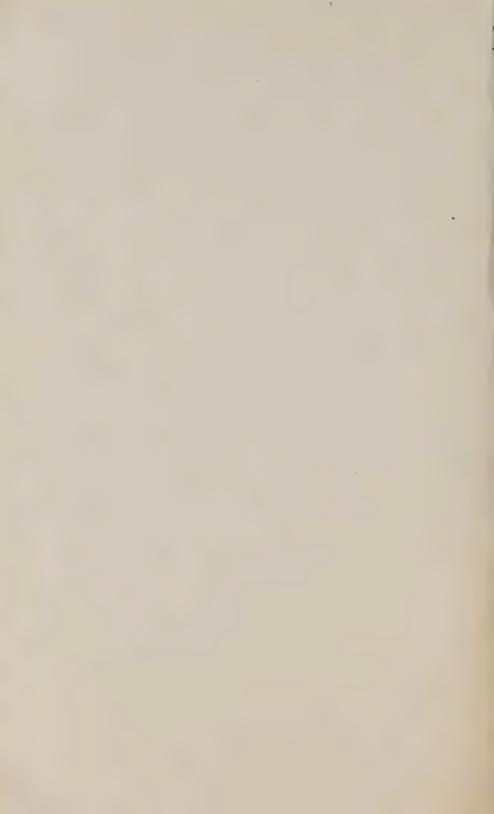




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HARBOUR COMMISSIONERS



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### ANNUAL REPORT

OF

## THE NEW WESTMINSTER HARBOUR COMMISSIONERS

FOR THE YEAR 1938



COMMISSIONERS
KILBURN K. REID, Chairman
WILLIAM GIFFORD
GEORGE L. CASSADY

Q

#### **OFFICIALS**

W. B. ENGLISH, Secretary
CAPT. JOHN SCLATER, Harbour Master
W. G. SWAN, C.E., M.E.I.C., Consulting Engineer
H. E. GORDON, Statistician



THE HONOURABLE CLARENCE D. HOWE, B.Sc. MINISTER OF TRANSPORT

## THE NEW WESTMINSTER HARBOUR COMMISSIONERS

0

March 1st, 1939.

To The Hon. Clarence D. Howe, B.Sc., Minister of Transport, Ottawa, Canada.

Sir:

A Report of Operations for the calendar year 1938 is herewith respectfully submitted.

Yours respectfully,

KILBURN K. REID,
Chairman
WILLIAM GIFFORD,
Commissioner
GEORGE L. CASSADY,
Commissioner



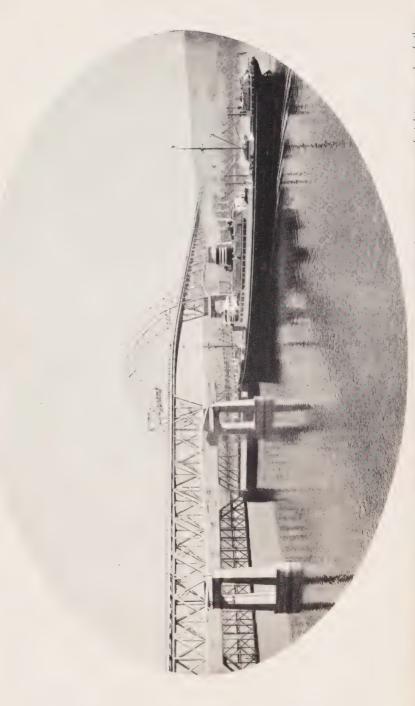
PERSONNEL
NEW WESTMINSTER
HARBOUR COMMISSION

# GENERAL DESCRIPTION OF NEW WESTMINSTER HARBOUR

0

THE HARBOUR of New Westminster extends from a line drawn north and south, astronomically, to each shore of the Fraser river, from a point on the line of average high water mark, on the eastern end of Manson or Douglas Island, known as Point Sebastien and situate in the Fraser river at the mouth of the Pitt river; thence down stream extending on both sides to the line of average high water mark, to lines drawn across the outlets of the Fraser river into the Gulf of Georgia from point to point at low watermark on each of the points of land forming the said outlets, but not extending further northerly than a point equidistant between the most southerly and the most northerly points of the western shore of Lulu Island; and also includes the adjacent waters of the Gulf of Georgia, but does not include any portion of the North Arm of the Fraser river west of the westerly boundaries of the city of New Westminster.

With the exception of that portion of the Harbour situate below the easterly end of Tilbury Island (five miles below the City of New Westminster), the foreshore and bed of the river is vested in the Dominion Government and administered by the Harbour Commissioners to whom applications for water lot leases should be made. Below the easterly end of Tilbury Island the foreshore and bed of the river is under the jurisdiction of the Province of British Columbia.



M.S. "HIKAWA MARU" (tonnage, 6788 net, 11621 gross), one of the crack combination passenger-freighter vessels of the Nippon Visen Kaisha Line making regular sailings from the Port of New Westminster, about to pass under the new Patfullo Nippon New Mestminister, about to pass under the new Patfullo Nippon Indian Research and New Mestminister.

## ANNUAL REPORT 1938

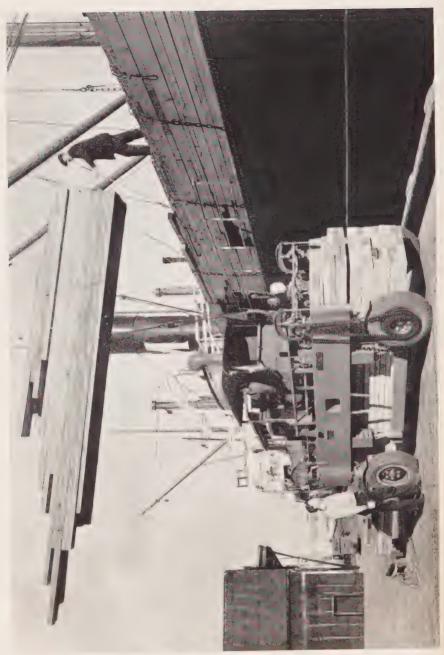
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#### PREFACE

THE VOLUME of traffic through the Port of New Westminster for the calendar year 1938 proved very satisfactory, with exports and imports maintaining approximately the same high levels as were experienced in the previous year, while, at the same time, a substantial gain in the arrival of deep sea vessels was recorded as compared to the calendar year 1937.

An excellent wheat crop in the Prairie Provinces in 1938 was reflected in an 100% increase in the volume of wheat exported from the Port, and lumber, another major export, also showed a marked increase. These gains were recorded in spite of a general economic and physical unrest throughout the world, and should augur well for the future prosperity of the Port.

Full details of port operations and other general information will be found in the ensuing pages of this Report.



Sling-load of lumber going on board S.S. "Appledare" (Maritime Shipping & Trading Co. Ltd.) for United Kingdom; also also also the way to date type of lumber carrier, used extensively in the Port of New Westminster for lumber transportation.

#### SHIPPING

Statement showing the total number of vessels, with net registered tonnage, arrived and departed during the calendar year 1938 with comparative figures for 1937:

#### (1) DEEPSEA OR OCEAN GOING:

Α	RI	₹ I	\/	Α	1 5	٠
/ \	1/1	11	¥	/ \	LJ	۰

Year.	No. of Vessels.	Net. Reg. Tonnage.
1938	493	1,759,413
1937	450	1,611,168
DEPARTURES:		
1938	489	1,748,117
1937	458	1,637,300

#### (2) COASTAL:

#### ARRIVALS:

1938 1937		52,405 51,214
DEPARTURES:		
1938	1,705	51,785
1937	1,730	51,960

#### (3) SUMMARY:

#### ARRIVALS:

Classification

Ciussification.	140. 01 4635615.		5.
Deepsea or Ocean-go	oing 493	1,759,413	
Coastal	1,692	51,405	
	2,18	351,8	310,818
DEPARTURES:	·	·	•
Deepsea or Ocean-go	oing . 489	1,748,117	
Coastal	1,705	51,785	

\_2,194 \_

\_\_1,799,902

#### CARGO TONNAGE

Statement showing the total quantity of water-borne cargo tonnage landed from and loaded on vessels, during the calendar year 1938 with comparisons for 1937:

Basis: TonsW	. (2,000 lbs.)	or M.	
Classification.	Inward.	Outward.	TOTAL.
ForeignDomestic	22,182	865,127	887,309
	874,585	258,284	1,132,869
Total 1938	896,767	1,123,411	2,020,178
Total 1937	887,685		1,865,618



M.S. "Hough Transporter" (Silver Java Pacific Line) loading Sulphate of Ammonia (fertilizer), a product of Consolidated

#### PRINCIPAL DEEP-SEA EXPORTS, 1937-1938

	Quantity.		
Commodity.	1937	1938	
Lumber, b.f.	248,348,203	261,403,902	
Logs, b.f.	2,449,657	1,128,635	
Shingles, bdls.	70,488	126,456	
Lath, bdls.	146,238	136,640	
Fir Ties, b.f.	6,361,823	1,470,000	
Box Shooks, c.f.	1,295,243	1,114,932	
Doors, pieces	1,182,195	541,912	
Woodpulp, tons	6,309	Nil	
Bar Metal (Lead, Zinc, Cadmium,			
White Metal), tons	236,477	229,769	
Zinc Concentrates, tons	46,279	35,558	
Silver Bullion, ounces	1,993,486	3,174,013	
Scrap Iron, tons	6,741	587	
Sulphate of Ammonia, tons	34,557	60,220	
Ammonium Phosphate, tons	10,512	5,654	
Grain, bushels	791,938	1,577,015	
Flour, barrels	32,344	27,415	
Evaporated Milk, cases	48,101	39,606	
Canned Salmon, cases	47,194	11,585	
Apples, boxes	1,313,901	1,045,274	
Pears, boxes	83,905	21,138	
Wool, tons	288	405	
Miscellaneous, including Hardware,			
tons	7,901	5,342	

0

#### PRINCIPAL DEEP-SEA IMPORTS, 1937-1938

Corn, tons	2,942	1.465
Phosphate Rock, tons	2,242	2,100
Rice, tons	10,927	6,985
Creosote, tons	214	5,202
Muriate of Potash, tons	1,078	900
Binder Twine, tons	138	188
Miscellaneous, incl. Hardware, tons	7,901	5,342



Apple, from the warld-famous Okanagan Valley in storage awaiting shipment to United Kingdom. PACIFIC COAST TERMINALS CO. LTD.

#### LOCAL COASTWISE CARGO TONNAGE

#### Outward

		Tons
	1937	1938
Fertilizer	304	178
Grain Products	2,025	2,573
Potatoes	72	295
Sand, Gravel and Rock	105,000	251,300
Gypsum	1,549	3,000
Miscellaneous	664	937
	109,614	258,284
Inward		
Cement	11,485	6,825
Clam Shells	83	163
Coal	33,218	36,584
Fertilizer	1,060	735
Oil Products	13,387	13,500
Lime	662	837
Logs	798,228	809,750
Miscellaneous	170	397
Pulp	3,950	5,794
	862,243	874,585

#### **EXPORTS BY COUNTRIES**

D

## GREAT BRITAIN, DOMINIONS, AND POSSESSIONS United Kingdom TONS.

Animal Products:	TONS.
Beef Casings Frozen Poultry Horse Hair Sheep Pelts Wool	7 32 7 104 401
Agricultural Products:	
Alfalfa Meal Barley Bran Canned Beans Flour Frozen Peas Mushrooms Oats Oat Feed Wheat Wheat Shorts	78 6,116 448 6 1,910 11 3 1,344 1,008 34,923 392
Fish Products:	
Canned Salmon Dog Fish Oil Frozen Fish Herring Oil Mild Cured Salmon Salmon Oil	92 9 401 206 48 3
Forest Products:	
Box Shooks Broomhandles Cascara Bark Doors Fir Shims Fir Ties Floor Blocks Logs (Pine) Lumber Plywood Shingles Veneer	285 1,210 43 9,483 2 1,875 941 106 207,237 5,422 695 81

Carried forward .....

274,929

Brought forward		274,929
EXPORTS—(Cont'd.)		
Fruit Products:	TONS.	
	26 027	
Apples	26,037	
Apricots	33	
Blackberries	12	
Black Currants	18	
Canned Apples	845	
Canned Loganberries	150	
Canned Pears	248	
Greengage Plums	26	
Pears	528	
Prunes	2	
Raspberries	157	
Red Currants	5	
Strawberries	676	
Strawberry Pulp	6	
2, т		
Manufactured Products:		
Barley Malt	34	
Battery Separators	1	
Macaroni	9	
Miscellaneous	8	
Paper Bags	2	
Dairy Products:		
	000	
Evaporated Milk	990	
Milk Powder	164	
Mineral Products:		
Cadmium	206	
Lead	124,141	
Scrap Brass	10	
Scrap Aluminum	132	
Scrap Iron	28	
White Metal	32	
Zinc		
	68,009	
Zinc Concentrates	1,698	100 125
		499;136

EXPORTS—(Cont'd.)		
British West Indies	TONS.	
Fish Products:  Canned Salmon	17	
Forest Products:		
Box Shooks Lumber	36 4,731	
Manufactured Products:		
Bottle Wrappers	1	
Neats Foot Oil Paper (Kraft)	2 6	
Paper (Tissue)	16	
Rope	4	4,813
Forest Products:		
	4,362	
Manufactured Products:		
Miscellaneous	23	4,396
British Guiana		1,370
Fish Products:	1.0	
Canned Salmon	18	
Manufactured Products:		
Rope	2	20
Australia		20
Fish Products:		
Canned Salmon	85	
Carried forward	85	

EXPORTS—(Cont'd.)		
Australia (Cont'd.)	TONS.	
Brought forward	85	
Forest Products:		
Box Shooks	8,965	
BroomhandlesFir Lath	19 265	
Lumber	63,638	
Plywood	22 11	
Shingles	11	
Paper (Tissue)	6	
		73,011
Tasmania Fish Products:		
Canned Salmon	24	
Forest Products:		
Box Shooks	5,672	
Lumber	750	
Manufactured Products:  Fruit Wraps	140	
Fruit vvrdps		6,586
Fiji Islands		
Forest Products:	3.069	
Lumber		3,069
Straits Settlements		
Forest Products:  Box Shooks	928	
Manufactured Products:	720	
Sulphate of Ammonia	1,062	
_		1,990
Fish Products:		
Frozen Fish	1	
_		1



Upper—S.S. "Romulus" Norwegian vessel loading a large consignment of box shooks for South America.

Lower—British Motorship ''King John'' stowing a large parcel of lumber for Australia.

	111111111111111111111111111111111111111	
EXPORTS—(Cont'd.)		
	TONS.	
South Africa Forest Products:		
	4.504	
Box Shooks	4,524 49	
Lumber	18,984	
Plywood	57	
Shingles	40	
Mineral Products:		
Lead	168	
Miscellaneous	5	22.027
-		23,827
12		
EUROPE		
Sweden		
Fish Products:		
Frozen Fish	17	
Mild Cured Salmon	13	
Forest Products:		
Plywood	24	
Trywood	2_ 1	
Manufactured Products:		
Oat Feed	56	
Mineral Products:		
Lead	2,436	
White Metal	2,730	
Zinc	958	
		3,507

EXPORTS (Cont'd.)			
Animal Products:	Denmark	TONS.	
Sausage Casing		1,	/2
Fish Products:			
Frozen Fish Mild Cured Salmon		7	
Agricultural Products: Wheat		1,120	
Forest Products: Plywood		8	
Mineral Products:			
Zinc		56	1,1941/2
			1,121/2
Fish Products:	Holland		
Frozen Fish		14	
Forest Products:			
Lumber Plywood			
Mineral Products:			
Lead		112	
			819
Animal Products:	Germany		
Beef Casings		8	
Fish Products:			
Frozen Fish		9	
Mild Cured Salmon		41	
Forest Products:  Lumber		354	
Mineral Products:			
Lead Zinc			
Zinc Concentrates			3.342
			3,342

#### EXPORTS—(Cont'd.)

Belgium Fish Products:		
rish rroducts:	TONS.	
Mild Cured Salmon Frozen Fish	6 11	
Agricultural Products:		
Wheat	1,120	
Manufactured Products:		
Fish Meal	15	
Mineral Products:		
Cadmium Lead Zinc Zinc Concentrates	3 324 4,525 32,192	20.552
France		38,552
Fish Products:		
Fish Products:  Frozen Fish	3	
	3	
Frozen Fish	5 88 2	
Frozen Fish  Forest Products:  Broomhandles  Lumber	5 88	
Frozen Fish  Forest Products:  Broomhandles  Lumber  Senaga Root	5 88	
Frozen Fish  Forest Products:  Broomhandles  Lumber  Senaga Root  Fruit Products:	5 88 2	





Upper—M.S. ''Hikawa Maru'' (tonnage: 6788 net, 11621 gross) largest vessel to dock at the wharves of the Canadian Western Lumber Co. Ltd. (largest lumber manufacturing plant in 'the British Empire), loading big timbers for Japan.

Lower—Dutch Motorship ''Drechtdyk'' (tonnage: 5807 net, 9337 gross) at ''D'' Berth, Pacific Coast Terminals, loading metal and general for U.K. and Continent.

#### EXPORTS-(Cont'd.)

#### NORTH, CENTRAL AND SOUTH AMERICA United States of America

Animal Products:	TONS.	
Beef Casings	1 98	
Agricultural Products:		
Brewers Rice	25	
Forest Products:		
Fir Lath Lumber Shingles	4,622 56,871 1,892	
Mineral Products:		
Silver Bullion	132	
Manufactured Products:		
Peanut Oil Refining Waste	151	
-		63,792
Animal Products:		
	65	
Wool		65
Guatemala		
Manufactured Products:		
Inedible Tallow	72	
Flour	20	
Paper Bags	1	93
Salvador Fish Products:		73
Canned Salmon	2	
_		2

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EXPORTS—(Cont'd.)		
Honduras		
Agricultural Products:	TONS.	
Wheat	50	F0
_		50
Nicaragua		
Agricultural Products:		
Wheat	81	
Flour	9	
_		90
Costa Rica		
Fish Products:		
Canned Salmon	6	
_		6
Panama		
Fish Products:		
Canned Salmon	2	
Forest Products:		
Broom Handles	9	
Lumber	135	
Plywood	2	
Manufactured Products:		
Paper (Tissue)	1	
Rope	1/2	
		1491/2
Venezuela		
Manufactured Products:		
Rope	1	
		1

#### EXPORTS—(Cont'd.)

Peru		
Fish Products:	TONS.	
Canned Salmon	15	
Forest Products:		
Box Shooks	7,440	
Fir Ties (creosoted) Lumber	165 7,149	
Manufactured Products:		
Barley Malt	22	
Miscellaneous	11	
		14,804
Bolivia		
Forest Products:		
Lumber	108	108
Fish Products:		
Canned Salmon	41	
Forest Products:		
Lumber	1,353	1,394
Dutch Guiana		1,594
Manufactured Products:		
Rope	1	
<u> </u>		1
Forest Products:		
Lumber	6	
Mineral Products:	Ü	
Lead	872	
Zinc	143	1 021
_		1,021

#### EXPORTS—(Cont'd.)

Dutch West Indies	TONS.	
Forest Products:	10145.	
Box Shooks	20	
Manufactured Products:	8	
Rope		28
Animal Products:		
Wool	6	6
Hawaiian Islands		0
Manufactured Products:		
Ammonium Phosphate Sulphate of Ammonium	5,087 41,670	
Mineral Products: Sulphur	130	46,887
New Caledonia		10,007
Forest Products:		
Lumber	165	165
Philippine Islands Forest Products:		
Lumber	18	
Manufactured Products:		
Ammonium Phosphate	567 10,875	11.460
Sumatra (D.E.I.)		11,460
Manufactured Products:		
Sulphate of Ammonia	2,130	
Mineral Products:		
Lead	11	2,141

EXPOR	TS(	Cont'd.	)
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EXPORTS—(Cont'd.)		
Java (D.E.I.)	TONS.	
Manufactured Products:	10143.	
Newsprint	169	1.60
_		169
China		
Fish Products:		
Salt Herring	740	
Forest Products:		
Logs (Cottonwood)	1,950	
Lumber	20,837	
Manufactured Products:		
Lead	1,628	
Sulphate of Ammonia	4,483	
Mineral Products:		
Sulphur	114	
Zinc	324	30,076
_		30,070
Japan		
Fish Products:		
Salt Herring	605	
Forest Products:		
Lumber	2,174	
Mineral Products:		
Lead	9,463	
Zinc	12,986	
Miscellaneous	417	25,645
	-	· · · · · · · · · · · · · · · · · · ·
	_	865,127



Upper—Snagboat "Samson," one of a fleet of vessels operated by the Department of Public Works of Canada, used for harbour maintenance.

Lower—S.S. "Harbledown (Harrison Line), leaving the River with a full load of lumber for Atlantic Seaboard.

#### IMPORTS BY COUNTRIES

	TONS.	
United Kingdom		
Aluminum Sheets Apple Pectin Basic Slag Binder Twine Bird Seed Bricks Creosote Oil Cresylic Acid Dog Biscuits Dried Sugar Beet Pulp Earthenware General Glue Granite Slabs Grass Seed	231 5 56 188 1 372 181 75 1 20 7 118 53 6	
Industrial Soap Jute Yarn Linoleum Raw Wool Grease Paper (Felt) Paper Lined Bags Salt Sodium Cyanide Sulphate of Alumina Whisky White Clover Seed	5 11 2½ 6 1½ 23 37 151 148 3	
Window Glass		1,730
Raw Sugar	11	11
Creosote Oil		8,691
Corn	1,465	1,465

IMPORTS—(Cont'd.)		
India	TONS.	
Rice	2,500	2 500
- Burma		2,500
Rice	605	605
China		
Rice	2,380	2,380
		2,300
Muriate of Potash	900	
Sulphate of Potash	75	975
Holland		,,,
General	1	
-		),
United States of America		
Fertilizer Nitrate of Soda	214	
Phosphate Rock	2,100	
Rice	1,500	3,824
TOTAL TONS		22,182



# **FINANCIAL**

# Ordinary Revenue Account for Year Ended December 31st, 1938.

0

Revenues:

Water Lot Rentals \$ 7,291.06 Harbour Dues \$ 36,713.82 Bank and Bond Interest 735.35 Wharf Rentals 228.46	2	
Total Ordinary Revenue	\$	44,968.69
Expenditures:		
Administration \$ 14,226.98 Interest on Government Loan \$ 13,726.86		
Total Ordinary Expenditures	\$	27,953.84
Ordinary Revenue Surplus	\$	17,014.85
Deduct:		
Loss on grain elevator operations	-	8,721.09
NET SURPLUS	\$	8,293.76

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SEARLE TERMINAL LIMITED

Two views of vessels loading grain for United Kingdom.

## GRAIN ELEVATOR

2

The Commissioners' Grain Elevator was leased to SEARLE TERMINAL LIMITED in September, 1933, since which time it has been continuously and very efficiently operated by this important grain company. A summary of results for the year follows:

Stocks	in	Store	January	lst,	1938:
--------	----	-------	---------	------	-------

	Bushels.	
Wheat	111,540	
Oats	84,507	
Barley	14,465	
_		210,512

### Receipts, 1938:

Wheat (Rail)	1,729,078
Oats (Rail)	82,349
Barley (Rail)	306,655
	2,118,082
	2,328,594

# Shipments, 1938:

Wheat (Vessel)	1,165,101	
" (Rail)	52,106	
-	1	,217,207
Oats (Vessel)	79,059	
" (Rail)	53,697	
-		132,756
Barley (Vessel)	257,831	
" (Rail)	5,691	
-		263,522
	_	1,613,485

# Stocks in Store December 31st, 1938:

Wheat	623,411	
Oats	34,100	
Barley	57,598	
•		715;109

### FRASER RIVER CHANNEL

0

Minimum depth of water on the ordinary high tides (12 feet at Sandheads—maximum tide 14 feet), from the entrance in the Gulf of Georgia to New Westminster, a distance of 23 miles, is 30 feet, or 21 feet at low tide. From New Westminster to Fraser Mills, a distance of three miles, the minimum depths are, at high tide 28 feet, or 23 feet at low tide. The controlling depths are located in the Steveston Channel, six miles inside the mouth—30 feet at high tide, 21 feet at low tide; Annieville Channel, immediately below New Westminster, 30 feet at high tide, 25 feet at low tide; and west of Port Mann, on the south side of the river above New Westminster Bridge, 28 feet at high tide, 23 feet at low tide, there being ample depth in the channel between these points.

Control works for the permanent improvement of these shallower stretches are being carried out by the Department of Public Works of Canada. During the year several projects were completed at Steveston, consisting of bank protection along Woodwards Island to confine the channel, and an extension to Albion Island Dyke No. 2, a further length of 3796 feet, making a total length of 6813 feet. A further extension is contemplated next year. The purpose of this work is to confine the flow within the channel limits and to eliminate cross currents during ebb tidal periods. All these works have as their object the confining of the total river and tidal flow within the confines of the channel, so that the channel will be scoured out to the required depth without the need of dredging. Meanwhile the Public Works Dredge No. 303, of the suction hopper type, continues to dredge along those localities where shoaling occurs so that the depths required may be maintained.

Further dredging in the North channel east of the bridge is contemplated.

Dredging in front of the Pacific Coast Terminals Company's wharf was undertaken to maintain the requisite depth of 30 feet at low water, for an entrance width of 600 feet, narrowing to 450 feet at the westerly end.

Further works for the improvement of the ship channel are imminent.

#### LIGHTING SYSTEM

The channel is well lighted for its entire length and these aids to night navigation are maintained in an efficient manner.

## STEAMSHIP LINES

20

The following 36 Lines have regular sailings from the Port of New Westminster:

Anglo Canadian Shippina Co. Ltd.

Blue Funnel Line.

Blue Star Line.

Compagnie Generale Transatlantique Line.

Danish East Asiatic Line.

Donaldson Line

Fred Olsen Line

Fruit Express Line.

Furness Pacific Line.

Grace Line.

Hamburg-American Line.

Holland-Amerika Line.

Inter Ocean Line.

Isthmian Line.

Johnson Line.

Kingsley Navigatoin Co.

Klaveness Line.

Knutsen Line.

Lauritzen Line.

McCormick Line.

Matson Line

Mosvold Line.

Nippon Yusen Kaisha Line.

North German Lloyd.

North Pacific Shipping Co.

Ocean Shipping Company.

Pacific Argentine Brazil Line.

Reardon Smith Line.

Royal Mail Line.

Silver Java Pacific Line.

Transatlantic Steamship Company Ltd.

Union Steamship Company of New Zealand Ltd.

United Oceon Transport Company.

Vancouver-St. Lawrence Line.

Vancouver-West Indies Line.

Yamashita Kisen Kaisha.

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## PORT FACILITIES

0

#### PACIFIC COAST TERMINALS CO. LIMITED

**Dock No. 1, Berths A-B-C-D** (**Quay Wharf**): Length at face 2,015 feet. Depth of water at face, 34 feet at low water. Berth "A": Shed accommodation 10,000 square feet. Berth "B": Dry, cool, cold storage and bonded warehouse with 1,800,000 cubic feet capacity and 116,900 square feet warehouse capacity. Berth "C": 45,000 square feet with sufferance warehouse. Berth "D": Shed accommodation 4,000 square feet.

Lumber can be delivered by truck, rail or lighter, unloaded and stored in yard and moved to ship's side by locomotive cranes.

**Equipment:** Two locomotives for yard and ship's side switching. One Brown hoist locomotive crane, 25-ton capacity, capable of moving approximately 200 M. feet of lumber per working day of eight hours. Dock lumber capacity: Waterside, 3 million feet; yards, 25 million feet.

Direct connection with Canadian Pacific Railway, Canadian National Railway, Great Northern Railway and B. C. Electric Railway. No switching charges. Trackage accommodation for 300 cars, also triple track at ship's sdie; and twenty-four hour switching service. 8 switches daily, 4 C.P.R., 4 C.N.R. Waterside trackage accommodation, 42 cars. Fresh water and electric light available for vessels, and telephone connections at all berths.

**Dock No. 2 (Quay Wharf):** Length at face 432 feet. Depth of water, 34 feet at low water. General cargo shed located on property, capacity 6,000 square feet. Trackage accommodation for 6 cars, about 80 feet from dock face. Dock used principally for overside loading. Fresh water, electric light and telephone available for vessels.

**Dock No. 3, Berths A and B (Quay Wharf):** Length at face 835 feet. Trackage about 100 feet from dock face. Shed accommodation: Berth "A": One-story building, 14,900 square feet; Berth "B": Lumber storage capacity one million feet, used chiefly for overside loading. Fresh water, electric light and telephone available for ships.

Cold Storage Facilities: Cold, cool and dry storage with bonded warehouse space for 1,800,000 cubic feet capacity, for handling such commodities as frozen fish, frozen berries, frozen vegetables. apples, precooling berries, peas, onions and all vegetables.

Ice crusher at ship's side and rail side, and ice manufacturing plant.

Development: Plans have been completed and early construction is proposed for improvements to Dock 1, Berths A-B-C-D, as follows: Rebuilding Piers A-B-C-D to provide for a three-track system instead of the present two-track system. The dock will be extended 145 feet in length at the westerly end to the property line and when completed Berths A and B will be 475 feet in length, each. Fish Berth 150 feet, C Berth 550 feet, and D Berth 500 feet, or a total length of 2,150 feet. The construction of the new dock will be cedar piling, creosoted fir caps, stringers and ties and creosoted laminated decking with asphalt surface.

All railway tracks will be of 85-lb, rails with protected type frogs and switches.

To construct the new dock, which will be 56 feet in width, a twenty-foot additional strip of water lot was purchased from the Dominion Government.

In the construction, provision is made for a Gantry crane.

#### CANADIAN WESTERN LUMBER COMPANY LIMITED

Fraser Mills: Length at dock face, 1,300 feet; berthing accommodation, 3 vessels. Depth of water at dock face, 30 feet at low water. Trackage, total accommodation 200 cars. No waterside trackage. Lumber handling facilities, 12 lumber carriers; 2 large cranes.

### DOMINION TAR & CHEMICAL COMPANY LIMITED

Dock at Liverpool (South Side Fraser River): Length at face 400 feet. Two oil tanks, capacty, 1,750,000 gallons, located 250 feet from dock with pipe line connection. Depth of water, 30 feet. Trackage, about 250 feet from face of dock; accommodation, 8 cars: no waterside trackage.

### GYPSUM, LIME & ALABASTINE, CANADA, LIMITED

**Dock at Liverpool** (**South Side Fraser River**): Length at face 240 feet. Depth of water, 19 feet at low water. Trackage, push car track to face of dock and overhead track to bunkers. Trackage alongside factory warehouse, in rear of dock, will accommodate 6 cars. Handling facilities, 2 push cars, each 2-ton capacity; 12 trucks, each  $\frac{1}{2}$ -ton capacity.

### SEARLE TERMINAL LTD. (FRASER RIVER ELEVATOR)

Face at dock, 1,100 feet. Berthing accommodation, 3 vessels. Depth of water, 30 feet at low water. Trackage accommodation amply provided for. Delivery, 2 belts with total capacity of 30,000 bushels per hour. Six spouts. Storage capacity, 800,000 bushels.

#### CANADA RICE MILLS LIMITED

**Dock Near Woodwards Landing (North Side Fraser River):** Length at face, 400 feet. Depth at low water, 30 feet. Warehouse with storage approximately 10,000 tons. Electric light and water. C. N. R. tracks adjoin wharf.



## PORT CHARGES

30

The following rates are in force:

**Harbour Dues:** (Bylaw No. 84, approved by Order-in-Council, P.C. 580, dated March 16th, 1932):

On vessels having a net registered tonnage over ten tons: Rate of two cents (2c) per net registered ton, payable on not more than five entries in any one calendar year;

On vessels having a net registered tonnage of ten tons or under: One Dollar (\$1.00) payable on not more than one entry in any one calendar year;

On vessels having no registered tonnage, or when the registered tonnage is not available: rate of one and one-third cents (1 1/3c) per gross ton, payable on not more than five entries in any one calendar year.

**Pilotage:** To or from Lightship at mouth of river, one cent per registered ton and one dollar per foot draught. Minimum twenty-five dollars. For shifting from berth to berth, ten dollars, with an additional five dollars where a shift requires passage through Westminster Bridge.

**Sick Mariners' Dues:** A Dominion Government charge applicable to all ports, payable only once on any one continuous voyage, two cents per net registered ton, payable on any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 44, Part V.).

Bill of Health: One Dollar.

**Fumigation:** Cyanide process, 37½c per 1000 cubic feet for the first 400,000 cubic feet; 25c per 1000 cubic feet for the next 200,000 cubic feet; 20c per 1000 cubic feet for all over 600,000 cubic feet.

**Pure Water:** Twenty cents (20c) per 100 cubic feet, or seven cents (7c) per ton.

**Port Warden's Fees:** As established by the Council of the New Westminster Board of Trade and approved by Dominion Government Order-in-Council (P.C. No. 1139) of 30th June, 1928, which are the same fees that are in force at other British Columbia Ports.

**Stevedoring:** Is handled entirely under private contract between Ship Agents and the Stevedores.

No Charge Of Any Description Is Levied On Cargo by the Port Authority.

**NOTE:** Terminal Docks being privately operated, rates for wharfage, storage, handling charges, etc., may be obtained from operating company.

# GENERAL STATISTICS

0

# COMPARATIVE RECORD OF SHIPPING, 1921-1938 Deep Sea Arrivals

Year. 1921 1922 1923 1924 1925 1926 1927 1928 1929 1930 1931 1932	35 48 	38,987 100,321 144,973 333,138 476,420 579,167 486,603 625,271 827,762 994,673 1,052,865 1,087,878 1,454,842	Gross Tons. No Record No Record Second No Record For Second For Se
1934 1935 1936 1937	434 525 450	1,639,342 1,575,535 1,857,784 1,611,168 1,759,413	2,670,630 2,575,350 3,035,139 2,655,235 2,892,848
1730	Coast Arrivals	, ,	2,072,010
1935 1936 1937 1938	1,558 1,646 1,683	41,380 50,104 51,214 52,405	No Record No Record No Record No Record

### COMPARATIVE RECORD OF DEEP SEA EXPORTS AND IMPORTS, 1927-1938

		-		
	EXPORTS	IMPORTS	EXPORT:	S AND IMPORTS
	Total Cargo	Total Cargo	Gro	nd Total
Year	Tons.	Tons.	Tons.	Approx. Value.
1927	 336,767	10,444	347,211	\$ 6,747,000
1928	 367,313	5,942	373,255	10,001,968
1929	 376,836	12,873	389,708	11,632,897
1930	 395,340	36,270	431,610	13,396,184
1931	 420,544	13,465	434,009	16,498,615
1932	 446,754	14,634	461,388	12,369,686
1933	 657,879	20,699	678,578	16,193,840
1934	 766,299	36,127	802,426	23,497,021
1935	 710,939	29,264	740,203	22,706,441
1936	 977,163	30,856	1,008,019	34,767,000
1937	 868,026	25,442	893,468	39,739,443
1938	 865,127	22,182	887,309	27,493,550

Local

# COMPARATIVE RECORD OF LOCAL COASTWISE EXPORTS AND IMPORTS, 1935-1938

Year.	Total Cargo Outward Tons.	Total Carg Inward Tons.	o Grand Total Inward & Outward Tons.	Approx. Value
1935	2,230	711,684	713,914	\$4,433,655
1936	100,231	899,618	999,849	5,826,627
1937	109,614	862,243	971,857	6,287,588
1938	258,284	874,585	1,132,869	6,329,938

# COMPARATIVE RECORD OF LUMBER PRODUCED AND SHIPPED BY MANUFACTURERS ON THE LOWER FRASER RIVER, 1923-1938.

Rail

Approximate Water

Production

Year.	Board Feet.	Value.	Board Feet.	Board Feet.	Board Feet.
1923	290,000,000	\$7,250,000	78,600,000	168,000,000	43,200,000
1924	322,086,000	8,052,000	119,469,000	153,736,000	40,527,000
1925	417,952,785	7,941,000	171,459,665	176,787,793	62,386,550
1926	459,806,957	8,736,000	211,230,950	178,779,482	56,750,612
1927	491,163,000	9,419,000	212,045,613	196,451,199	55,620,559
928	494,692,143	9,474,000	201,307,000	234,024,755	59,795,602
929	520,538,698	9,890,000	247,190,233	199,863,278	68,206,674
930	445,247,843	7,124,000	227,163,260	151,778,294	74,394,630
931	328,427,547	4,434,000	200,823,998	81,675,587	58,198,507
932	318,687,465	3,825,000	206,131,114	64,494,173	49,794,546
933	326,757,943	4,248,000	231,697,480	54,217,342	53,722,907
934	373,559,738	5,603,000	252,754,935	63,573,133	52,406,347
935	431,851,369	6,909,000	262,546,820	97,796,820	69,832,369
936	630,180,425	11,495,000	374,393,766	122,998,968	107,625,755
937	635,913,000		385,793,000	140,494,000	100,751,000
938	665,100,000	13,302,000	380,904,000	151,362,000	132,834,000

# COMPARATIVE RECORD OF SHINGLE PRODUCTION ON THE LOWER FRASER RIVER, 1927-1938

	Production	
Year.	Squares.	Approx. Value
1927	1,783,000	\$3,924,000
1928	1,961,000	4,315,000
1929	1,549,000	3,400,000
1930	1,158,000	2,316,000
1931	890,000	1,424,000
1932	972,000	1,400,000
1933	890,000	1,603,000
1934	825,000	1,938,000
1935	1,500,000	3,750,000
1936	1,500,000	4,125,000
1937	1,350,000	4,455,000
1938	1,375,000	4,125,000

Shingles are principally shipped by rail, water-borne exports for 1938 being 31,614 squares.

# NATIONALITY OF DEEP SEA VESSELS 1933-1938

British U. S. A. Japan Norway French Danish Sweden German Holland Italian Panama Finnish Jugo-Slav Greek China Canadian Spanish Hungarian	1933 179 70 51 39 5 24 14 12 11 1 1 0 0 0	1934 205 73 46 55 8 17 15 7 18 2 3 2 0 0 0	1935 235 37 45 47 9 15 11 4 16 1 0 7	1936 301 14 43 74 5 25 14 1 22 4 4 0 0 17 1 0	1937 226 29 24 69 20 26 6 12 15 2 0 1	1938 257 53 16 72 8 14 16 12 20 3 1 0 4 17 0 0
	409	453	434	525	450	493

Below is given the destination of lumber exported (waterborne) from the Fraser River for the past seven years with the percentage for each country, viz.;

1932	1933	1934	1935	1936	1937	1938
U. S. Atlantic Coast 9%	4%	Nil	4%	10%	9%	12%
Orient 24%	37%	26%	15%	8%	7%	6%
United Kingdom 21%	27%	53%	54%	57%	51%	53%
Australia35%	26%	14%	20%	13%	20%	16%
California 3%	1%	Nil	Nil	Nil	2%	2%
Canadian Atlantic						
Coast 6%	2%	3%	4%	1%	1%	1%
Other Countries 2%	3%	4%	3%	11%	10%	10%

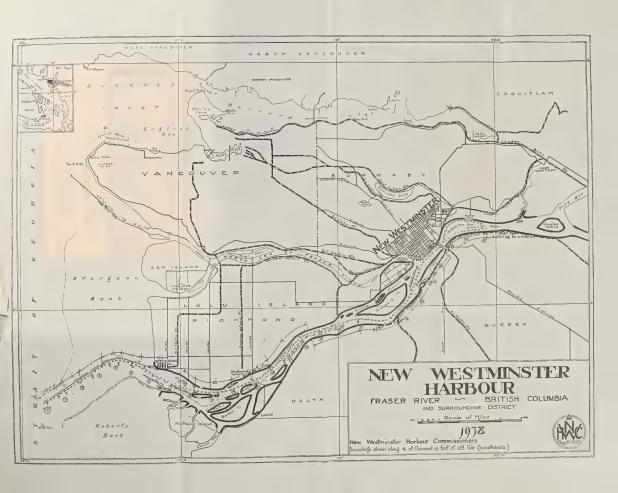
### COMPARATIVE RECORD OF PILOTAGE RECEIPTS. 1921-1938

No. of Vessels on which Year. Net Tons. Receipts. dues were paid. 1921 57 39,934 \$ 1,429.19 3,515.63 1922 81 101.304 1923 146,042 100 4,830.83 1924 127 317,159 10,134.58 1925 205 499,543 16,184.12 1926 ..... 196 583,200 18,603.44 1927 198 463.558 15.289.87 1928 205 629,627 20,674.13 1929 258 812,738 26,197.93 1930 304 996,646 31,877.97 1931 303 1,039.047 32,767.40 1932 318 1,093,159 33,481.14 42,158.99 1933 406 1,416,636 1934 462 1,671,571 48,181.62 1935 433 1,570,331 45,412.76 510 1,806,434 53,517.79 1936 1937 1,682,500 49,421.29 470 49,412.73 479 1,694,770 1938

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2

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Canada. Transport, Dept. of Annual report of the New Westminster Harbour Commissioners. 1938. **University of Toronto** Library DO NOT NAME OF BORROWER. **REMOVE** THE CARD FROM THIS POCKET DATE. Can T Acme Library Card Pocket



Lacking 1939-1945







EW WESTMINSTER HARBOUR COMMISSIONERS





# ANNUAL REPORT

OF

# THE NEW WESTMINSTER HARBOUR COMMISSIONERS

FOR THE YEAR 1946



#### COMMISSIONERS

KILBURN K. REID, O.B.E., Chairman WILLIAM GIFFORD GEORGE L. CASSADY, K.C.



#### **OFFICIALS**

H. E. GORDON, Secretary-Treasurer
 CAPTAIN JOHN SCLATER, Harbour Master
 W. G. SWAN, C.E., M.E.I.C., Consulting Engineer
 MARION K. GRIFFIN, Statistician



THE HONOURABLE LIONEL CHEVRIER K.C.
MINISTER OF TRANSPORT

# THE NEW WESTMINSTER HARBOUR COMMISSIONERS

01

15th June, 1947.

The Hon. Lionel Chevrier, K.C., Minister of Transport, Ottawa, Canada.

Sir:

A Report of Operations for the calendar year 1946 is herewith respectfully submitted.

Yours respectfully,

KILBURN K. REID, O.B.E,
Chairman

WILLIAM GIFFORD,

Commissioner

GEORGE L. CASSADY, K.C.,

Commissioner



A VIEW SHOWING A PORTION OF THE CITY OF NEW WESTMINSTER WITH ONE SHIP LEAVING THE HARBOUR.

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KILBURN K REID



GEO. L. CASSADY



WM. GIFFORD

MEMBERS NEW WESTMINSTER HARBOUR COMMISSION

# ANNUAL REPORT 1946

# Foreword . . .

HE VOLUME of waterborne traffic through the Port of New Westminster for the calendar year 1946 showed satisfactory gains over any year since 1940 with exports maintaining approximately the same high levels as were experienced in prewar years, while, at the same time, a substantial increase in the arrival of deepsea vessels was recorded as compared to the calendar year 1945.

Marked gains, in some cases running well over 100%, are shown in major commodities exported, such as lumber, fir ties, box shooks, plywood, chemical fertilizers, grain and fresh apples. Shipments of wheat constituted an all-time high for the Port.

The resumption of world-wide trade and commerce will have a great influence on the future growth and development of the Port of New Westminster. There is much room for industrial expansion on the Fraser river and a settling of world problems will be reflected in a tremendous increase of deepsea shipping in this Port, as well as all Pacific Coast ports.

Details of port operations and other general information will be found in the following pages of this Report.

The Commissioners announce the retirement of Mr W. B. English who, for twenty-six years, served as Secretary-Treasurer of the Board.

During his years of service Mr. English witnessed the Port grow from a very small beginning in 1921, when only 13 deepsea ships entered the harbour, to its present national importance as one of Canada's leading seaports. Too much cannot be said about his untiring efforts and his devotion to the interests of the Port of New Westminster.

The Commissioners and Staff and his many friends and business acquaintances hope that he will thoroughly enjoy for many years to come the well earned rest he is now taking after a lifetime of energetic and successful work.

Mr. English was succeeded as Secretary-Treasurer by Mr. H. E. Gordon.



FOUR VESSELS OF THE WESTERN CANADA STEAMSHIPS DOCKED AT PACIFIC COAST TERMINALS CO. LTD. Vessels from left to right: SS. Lake Maniton, SS Lake Kamloops, SS. Lake Shawnigan and SS. Lake Athabaska.

3,305,564

### SHIPPING

Statement showing the total number of vessels, with net registered tonnage, arrived and departed during the calendar year 1946 with comparative figures for 1945:

### (1) DEEPSEA OR OCEAN GOING:

	ARRIVALS:		
	Year 1946	No. of Vessels	Net. Reg. Tonnage 1,112,751
	1945	176	718,765
	DEPARTURES:		
	1946		1,091,057
	1945	180	725,985
(2)	COASTAL:		
	ARRIVALS:		
	1946		560,196
	1945	2,175	670,516
	DEPARTURES:	2,243	541,560
	1946 1945		603,143
	, , , , , , , , , , , , , , , , , , , ,	<i>←,</i> 171	005,115
(3)	SUMMARY:		
	ARRIVALS:		
		of Vessels Net Reg	
	Deepsea or Ocean-going Coastel2	201 1,112	2,731
		2,308	
	DEPARTURES:	2,300	1,012,711
	Deepsea or Ocean-going	281 1.091	057
	Coastal2		
			1,632,617

### CARGO TONNAGE

GRAND TOTAL 4.832

Statement showing the total quantity of water-borne cargo tonnage landed from and loaded on vessels, during the calendar year 1946 with comparisons for 1945:

Basis: Tons—\	N. (2,000 lbs.)	or M.	
Classification FOREIGN DOMESTIC	Inward	Outward	Total
	2,507	804,282	806,789
	1,032,756	475,947	1,508,703
Total 1946	1,035,263	1,280,229 929,503	2,315,492
Total 1945	1,028,237		1,957,740

# PRINCIPAL DEEP-SEA EXPORTS, 1945-1946

	Quantity	
Commodity	1945	1946
Lumber, b.f	153,797,793	239,733,443
Shingles, blds.	6,200	333,828
Fir Ties, b.f.	77,454	5,556,044
Box Shooks, c.f.		1,546,319
Plywood, sq. ft.	98,878,000	107,087,348
Woodpulp, tons	5,898	5,164
Bar Metal (lead, zinc, cadmium,		
white metal), tons	119,568	50,407
Sulphate of Ammonia, tons	75,323	76,814
Ammonium Phosphate, tons	61,694	42,856
Nitraprills, tons	Nil	25,333
Grain, bushels	1,400,862	3,995,230
Flour, tons	100	1,328
Evaporated Milk, cases	11,480	Nil
Canned Salmon, tons	4,331	2,840
Canned Herring, tons	6,646	5,879
Apples, boxes	33,600	860,581
Strawberries, bbls	Nil	70
Raspberries, bbls.		11,822
Eggs, cases	84,892	91,314
General, tons	5,063	4,346

# PRINCIPAL DEEP-SEA IMPORTS, 1945-1946

Rice, tons	Nil	1,511
Phosphate Rock, tons	6,823	Nil
Shells (Oyster), tons	Nil	416
Misc. Hardware, tons	Nil	196
Lumber (Hardwood), bd. ft	Nil	135,000
Nuts (Brazil), tons	Nil	128
General, tons	Nil	54

# LOCAL COASTWISE CARGO TONNAGE

#### Outward

	Tons (2000 lbs.)	
	1945	1946
Sand, Gravel and Rock	190,450	301,800
Gypsum	2,971	4,276
Hogfuel	Nil	18,111
C.N.R. Barge and Ferry Service,		·
(Cargo in Transit)	120,120	151,760
	313,541	475,947
Inward		
Cement	19,367	17,215
Clam Shells	2,723	2,200
Coal	45,512	25,807
Oil Products	8,185	12,342
Lime	1,153	1,123
Logs	771,889	842,014
C.N.R. Barge and Ferry Service,		
(Cargo in Transit)	172,585	132,055
	1,021,414	1,032,756



FROZEN FISH STACKED IN COLD STORAGE AT PACIFIC COAST TERMINALS AWAITING SHIPMENT

TONS

#### **EXPORTS BY COUNTRIES**

01

#### GREAT BRITAIN, DOMINIONS, AND POSSESSIONS United Kingdom

Animal Products:	TONS	
Frozen Meat	681	
Agricultural Products:		
Eggs	2,286	
Wheat	73,497	
Fish Products:	, , , , , ,	
Canned Salmon	2,758	
	2,130	
Forest Products:	7 206	
Box Shooks	7,386	
Broomhandles	397	
Carcara Bark	19	
Fir Shims	61 746	
Fir Ties		
Pitprops Lumber	33,731 161,148	
Plywood	30,262	
Shingles	8,129	
Veneer	30	
Woodpulp	5,750	
Fruit Products:	5,150	
	21 120	
ApplesGreengage Pulp	21,120	
Raspberries	2,537	
'	2,551	
Manufactured Products:	0.000	
Ammonium Phosphate	9,890	
Caraway Seeds	6	
Rope	11	
General	61	
Mineral Products:		
Bismuth	26	
Lead	1,120	
Zinc	12,672	
		374,657

EXPORTS—(Continued)  British West Indies		
Forest Products:	TONS	
Lumber	4,177	
Shingles	550	
	200	
Manufactured Products:	2.1	
Rope	21	4,748
Eastern Canada		4,140
Forest Products:		
Lumber	1 056	
		1,056
British Guiana		
Manufactured Products:		
General	12	
_		12
Australia		
Forest Products:		
Box Shooks	1,903	
Lumber	26,413	
Manufactured Products:		
Battery Separators	59	
Sulphate of Ammonia	2,380	
Tinplate	233	20.000
		30,988
New Zealand		
Forest Products:	60	
Shingles	60	
Lumber	2,615	
Manufactured Products:	41	
Fruitwrap Paper	41	2,716
P		2,710
Fish Products:		
Herring (canned)	22	
Forest Products:		
Lumber	543	
Manufactured Products:	כדכ	
	3	
Whiskey	5	568
		200

#### EXPORTS—(Continued)

EXTORIS— (Continued)		
India	TONS	
Agricultural Products: Dehydrated Cabbage (canned) Dehydrated Carrots (canned) Oatmeal (canned) Wheat	4 22 24 5,027	
Fish Products: Canned Herring Canned Salmon	3 76	
Forest Products: Box Shooks	4,823	
Manufactured Products:  Ammonium Phosphate Sulphate of Ammonia Fruitwrap Paper Whskey General	4,526 10,844 52 7	25,415
		25,115
South Africa Agricultural Products: Wheat	9,232	
Fish Products: Canned Herring Canned Salmon	454	
Forest Products:  Box Shooks Flooring Lumber Plywood Shingles	779 824 71,635 432 1,286	
Fruit Products: Strawberries	13	
Manufactured Products:  Battery Separators Ammonium Phosphate Sulphate of Ammonia Oil Paper (Tissue) Whiskey General	246 11,614 6,010 7 4 3 2	
9-		102,547

EXPORTS—(Continued)		
Palestine	TONS	
Forest Products:  Box Shooks  Lumber	20,488	
Manufactured Products:  Battery Separators  General	2	24,591
Port of Spain, Trinidad Fish Products: Canned Herrng	69	
Forest Products:  Box Shooks  Lumber  Plywood  Shingles	103 1,575 62 12	1821
EUROPE		
France		
Forest Products:  Lumber	6,359	
Manufactured Products:  Nitraprills  General  Mineral Products:	9,440	
Bismuth Cadmium Lead Zinc	6 11 9,669 18,054	43,550
Holland		
Forest Products:  Lumber	2,332	
Manufactured Products: Nitraprills	2,913	

EXPORTS—(Continued)		
Hollan	d (Cont'd)	
Mineral Products:	TONS	
Lead	*	
Zinc	1,102	9,103
	· · · · · · · · · · · · · · · · · · ·	7,103
Agricultural Products:	lorway	
Wheat	6,720	
		6,720
	elgium	
Agricultural Products:	138	
Forest Products:		
Lumber	, -	
Veneer	18	
Manufactured Products:  General	3	
Mineral Products:	······································	
Lead	1,911	
		3,802
	Italy	
Fish Products:  Canned Herring	2 208	
Canned Herring		2,298
G	reece	
Manufactured Products:		
Battery Separators	5	
Fish Products: Canned Herring	1,173	
Canned Flerring		1,178
Т	urkey	
Manufactured Products:	•	
Battery Separators	5	5
	to-	)

#### EXPORTS—(Continued)

#### NORTH, CENTRAL AND SOUTH AMERICA

#### United States of America

Forest Products:	TONS	
Lumber	2,860	
Manufactured Products:  General	12	
_	<del> </del>	3,872
Costa Rica Agricultural Products: Flour	600	
Fish Products: Sardines (canned)	38	
Forest Products:  Lumber	1,611	
Manufactured Products:  Ammonium Phosphate  Malt  General	990 196 2	3,437
Columbia Agricultural Products: Flour	50	
Manufactured Products: Whiskey	12	62
Venezuela  Manufactured Products:		02
Rope	25	25
Manufactured Products:	-	
Malt	56	
Lumber —	840	896

HARBOUR COMMISSIONER	<b>&lt;</b> 5	19
	111111111111111111111111111111111111111	))
EXPORTS—(Continued)		
Argentina		
Agricultural Products:	TONS	
Flour	590	
	790	
Fish Products:	22	
Canned Herring	23	
Forest Products:		
Lumber	8,547	
Manufactured Products:		
Battery Separators	51	
Rope General	3 33	
	33	
Mineral Products:	20	
Lead Zinc	28 771	
-		10,046
Brazil		•
Manufactured Products:		
Battery Separators	68	
Mineral Products:		
Lead	1,934	
Zinc	379	2201
-		2381
Manufactured Products:		
General	1	
-		1
Hawaiian Islands		
Agricultural Products:		
Oats	60	
Oats (feed)	60	
Forest Products:	1 621	
Lumber	1,631	
Manufactured Products:  Ammonium Phosphate	12,466	
Sulphate of Ammonia	46,904	
Nitraprills	600	
Peatmoss	26	
General	4	61,751
_		01,751

EXPORTS—(Continued)		
Philippine Island	TONS	
Fish Products: Canned Herring	251	
Forest Products:		
Box Shooks  Manufactured Products:	4,739	
Ammonium Phosphate Sulphate of Ammonia	1,000	
Whiskey	60	0.050
Netherlands East Indies		8,050
Agricultural Products:	88	
Fish Products:		
Canned Herring  Manufactured Products:	1,586	
SoybeansSulphate of Ammonia	1,000	
		2,679
China Agricultural Products:		
Barley Oats	15 50	
Forest Products:	7,585	
Lumber	20,049	
Manufactured Products: Ammonium Phosphate	2,370	
Battery Separators	11 7,676	
Nitraprills Automobiles	4,500	
, attornobiles		43,189
Russia Agricultural Products:		
Wheat	25,238	25,238
Japan		25,230
Manufactured Products: Nitraprills	6,880	
		6,880
		804,282

#### IMPORTS BY COUNTRIES

Italy		
	TONS	
Marble (block stone)	23	
Mushrooms (dried)	4	
		27
Norway		
Miscellaneous	44	
/viisceriarieous	77	44
		-1-1
South America		
Braxil		
Nuts	128	120
_		128
China		
Miscellaneous	83	
Raw Silk	6	
<del>-</del>		89
United States of America		
Borax	26	
Gypsum	31	
Lumber (hardwood)	202	
Rice	1,511	
Shells (oyster)	416	
Veneer (hardwood)	31 2	
veneer (nardwood)		2,219
		2,217
		2,507

#### **FINANCIAL**

### Ordinary Revenue Account for Year Ended December 31st, 1946.

10

R	e	v	e	n	u	e	s	0
10.00	•		•	**	-	_	•	۰

Ex

Grain Elevator Rental	12,050.63 25,465.37
Total Revenue	\$ 69,060.66
cpenditures:	
·	5 15,583.00
Interest on Government Loans (Elevator)	13,726.86
Debenture Interest and Exchange (Elevator)	35,161.96
(Elevator)	•
Total Expenditure	\$ 67,202.34



LOADING WHEAT FOR U.K. AT SEARLE ELEVATOR.

#### GRAIN ELEVATOR

10

The Commissioners' Grain Elevator was leased to SEARLE GRAIN COMPANY LIMITED in September, 1933, since which time it has been continuously and very efficiently operated by this important company. A summary of results for the year follows with comparative figures for 1945:

	1945	1946
	Bushels	Bushels
Stocks in Store, January 1st	570,672	549,448
Receipts	2,180,257	4,108,891
Shipments	2,201,481	4,292,014
Stocks in Store, December 31st	549,448	366,325

#### GENERAL DESCRIPTION

OF

#### NEW WESTMINSTER HARBOUR

01.

HE Harbour of New Westminster extends from a line drawn north and south, astronomically, to each shore of the Fraser river, from a point on the line of average high water mark, on the eastern end of Manson or Douglas Island, known as Point Sebastien and situate in the Fraser river at the mouth of the Pitt river; thence down stream extending on both sides to the line of average high water mark, to lines drawn across the outlets of the Fraser river into the Gulf of Georgia from point to point at low watermark on each of the points of land forming the said outlets, but not extending further northerly than a point equidistant between the most northerly points of the western shore of Lulu Island; and also includes the adjacent waters of the Gulf of Georgia, but does not include any portion of the North Arm of the Fraser river west of the westerly boundaries of the City of New Westminster.

With the exception of that portion of the Harbour situate below the Easterly end of Tilbury Island (five miles below the City of New Westminster), the foreshore and bed of the river are vested in the Dominion Government and administered by the Harbour Commissioners to whom applications for water lot leases should be made. Below the easterly end of Tilbury Island the foreshore and bed of the river are under the jurisdiction of the Province of British Columbia.

#### FRASER RIVER CHANNEL

From the entrance of the harbour to New Westminster is a distance of twenty-three miles. Depths in the channel are maintained by the Dominion Department of Public Works by means of dredging operations by hydraulic suction land line dredge "King Edward" and sea going hopper dredge "Fruhling," and the construction of river training works.

From the entrance to Steveston, about 8 miles, a minimum depth at low water of 20 feet is mantained, dredging being done principally at two locations, viz., the turn in the North Jetty about two miles below Steveston, and the other in the Steveston Cut opposite Steveston. The ordinary high tidal range over the section from the Gulf to Steveston varies from 12 feet at the Gulf to 9 feet at Steveston.

It is in the above 8 mile section that the majority of the River Training works are located, consisting of rock jetties, wingdams and close piling work.

From Steveston to Annieville Bar, about two miles below New Westminster, dredging operations are not required. Dredging is periodically performed over Annieville Bar to maintain a minimum depth of 24 feet at low water.

In order that a more permanent and satisfactory solution to the dredging problem in the area above the city may be achieved, the Department of Public Works have under construction in Ottawa by the Research Council a model of the river from New Westminster up stream to Port Mann (5 miles) which will duplicate the bed conditions and tidal current flow of the river; it is expected by a study of the operations of the model that a satisfactory decision will be obtained as to the proper location for the construction of River Training Works.

Dredging works are periodically carried out alongside the docks of the Pacific Coast Terminals Limited, Fraser Mills and the Grain Elevator, in order to maintain a minimum depth of 30 feet at low water.

#### LIGHTING SYSTEM

The channel is well lighted for its entire length and these aids to night navigation are maintained in an efficient manner



#### STEAMSHIP LINES

The undermentioned lines have had sailings from this Port during the year 1946:

Anglo-Canadian Shipping Co. Ltd.

Alfred Holt & Co.

American Mail Line

Blue Star Line

Blue Funnel Line

Canada Shipping Co. Ltd.

Canadian Transport Co. Ltd.

Carpenter Line

Donaldson Line

Empire Shipping Co. Ltd.

East Asiatic Line

Fred Olsen Line

Fruit Express Line

Furness Pacific Line

Grace Line

Holland Amerika Line

Isthmian Line

Johnson Line

Kingsley Line

Klaveness Line

Knutsen Line

Lauritzen Line

Moore McCormick Line

Matson Line

North Pacific Shipping Co. Ltd.

Royal Mail Line

Seaboard Shipping Co. Ltd.

Silver Java Pacific Line

Stan Line

States Marine Line

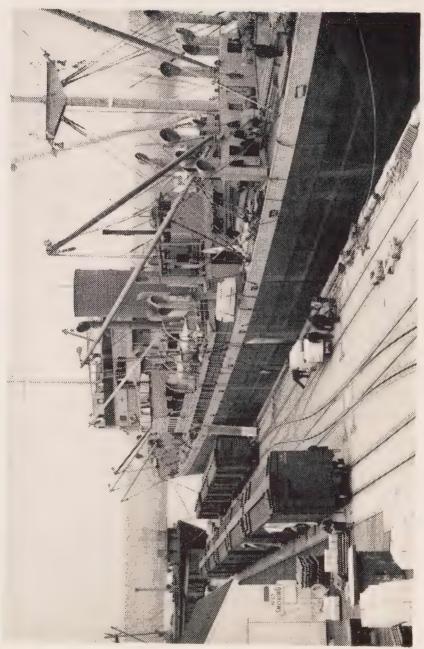
Trans-Atlantic Line

Union Steamship Co. of New Zealand Ltd.

Webster Line

Westfal-Larsen Line

Western Canada Steamship Line



MAIN DOCK, PACIFIC COAST TERMINALS CO. LTD.

#### PORT FACILITIES

#### PACIFIC COAST TERMINALS CO. LIMITED

Main Dock: Berths A-B-C-D- (Quay Wharf) plus Fish Berth; Length at face 2,160 feet. Depth of water at face, 25 to 35 feet at low water. Width of dock, 60 feet to 150 feet. Provided with three lines of standard railway track for entire length with numerous crossovers. Flush type switch standards. Water services supplied at dock edge. Light and power supplied at dock edge (A.C. 110 volts and 220 volts "three phase"). Telephone services supplied at each berth. Dock is supported on cedar piling in fresh water, all timbers above piling are creosoted. Deck is 4-inch reinforced concrete tile type (7 ft. x 8 ft. blocks).

Sheds: Storage sheds are ample and well distributed along entire dock. Six (6) sheds provide a floor area of 123,571 sq ft., as follows: Transit Shed No. 1-20,100 s. ft., Ins. Ht. clear 18 ft.; reinforced concrete floor. Transit Shed No. 2-15,776 sq. ft., Ins. Ht. clear 22 ft.; reinforced concrete floor. Transit Shed No. 3 -19,285 sq. ft., Ins. Ht. clear 16 ft.; concrete floor. Transit Shed No. 4-23,190 s. ft., Ins. Ht. clear 16 ft.; 5-inch wood floor. Transit Shed No. 5—16,620 sq ft., Ins. Ht. clear 16 ft.; concrete floor. Transit Shed No. 6-28,800 sq. ft., Ins. Ht. clear 24 ft. Outside storage clear of trackage, 168,300 sq. ft. approx.

Locomotive Equipment: One (1) 40-ton saddle tank oil-burning steam locomtive 060 type. One (1) 65-ton Heisler logging type locomotive oil-burning steam 080 type. One (1) gasoline driven 9-ton switcher-pusher. One (1) 25-ton maximum capacity 50-ft, boom American Brownhoist locomotive crane, oil burning, steam driven.

Freight Handling Equipment: One (1) gasoline power driven lift truck, capacity 4000 lbs., 15-inch centre of load, height of lift 9 ft. to bottom of top load. Five (5) gasoline power driven lift

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trucks, capacity 6,000 lbs., 24-inch centre of load, height of lift 11 ft. 6 inches to bottom of top load. Eleven (11) gasoline power driven tractors. One hundred (100) dollies, capacity 7000 lbs. each. Two (2) trucks, one 2-ton and one 1-ton capacity. One (1) Gerlinger lumber carrier, 5-ton capacity. Two (2) Hyster lumber carriers, 6 ton capacity. Seven (7) Hyster Space Saver Lift Trucks, capacity  $7\frac{1}{2}$  tons each, height of lift 17 ft. 6 in.

**Cold Storage Plant Equipment:** Two (2) 150-ton capacity ammonia compressors. Sharp freezing chambers and quick freezing equipment. (a) Cold storage 5 degrees to 10 degrees F., 600,000 cu. ft. (b) Cool storage 28 degrees to 32 degrees F., controlled humidity 600,000 cu. ft. (c) Ice plant 20 tons per 24 hours with storage for 1,000 tons. Ozone piped to all rooms, ventilating fan facilities in all cooler rooms.

Railway Yards: Capacity for 200 railway cars on 11 parallel tracks in yard. Direct connection with Canadian Pacific and Canadian National Railways. Great Northern Railway, Southern Pacific Railway, Northern Pacific Railway and B.C. Electric Railway have switching arrangements with the aforementioned railway companies.

**Protection:** Entire property surrounded by 9-ft. steel chain link fence. Watchman on duty 24 hours per day, time-clock. Property and equipment provided with first-class fire protection, including 13 standard fire hydrants and ample  $2\frac{1}{2}$ -inch fire hose, numerous fire extinguishers, etc., provided.

**Subsidiary Dock:** In addition to the above, the Company has leased property one-half mile upstream having two (2) deep-sea berths and storage sheds served by the Great Northern Railway with direct connection on landward side 150 ft. from dock edge. Shed space, 24,250 sq. ft. Equipment of main property available here with exception of railway equipment. This property is not fenced.

#### CANADIAN WESTERN LUMBER COMPANY LIMITED

**Fraser Mills:** Length at dock face, 1,300 feet. Depth of water at face, 25 feet at low water. Trackage, total accommodation 200 cars. No waterside trackage. Lumber handling facilities, 12 lumber carriers. Two (2) large cranes.

#### GYPSUM, LIME AND ALABASTINE, CANADA, LIMITED

**Dock at Liverpool** (**South Side Fraser River**): Length at face, 225 feet. Depth of water, 15 feet at low water. Plant and dock connected with elevated 24 inch conveyor belt for loading crushed gypsum rock into vessels; balance of approach used for transporting materials by means of electric truck. Swing slip with counter balance to accommodate loading of covered scows.

#### SEARLE GRAIN COMPANY, LIMITED (Fraser River Elevator)

Face at dock, 1,100 feet. Berthing accommodation, 3 vessels. Depth of water, 30 feet at low water. Trackage accommodation amply provided for. Delivery, 2 belts with total capacity of 30,000 bushels per hour. Six spouts. Storage capacity, 800,000 bushels. Grain storage shed 100 ft.  $\times$  66 ft.; capacity, 2000 tons of sacked wheat. Three sewing machines fully equipped, can sack 1000 tons in 24 hours.

#### CANADA RICE MILLS LIMITED

**Dock Near Woodwards Landing (North Side Fraser River):** Length at face, 400 feet. Depth at low water, 30 feet. Warehouse with storage capacity approximately 12,000 tons. Electric light and water. C.N.R. tracks adjoin wharf.

#### FRASER RIVER TRANSPORT & NAVIGATION COMPANY LTD.

**Dock at City Proper, North Side Fraser River:** Length at face, 400 feet. Berthing accommodation, 1 vessel. Depth of water, 27 feet at low water. Storage shed, 6,000 sq. ft.; storage capacity, 800 tons. Water, light and power supplied at dock edge. Telephone services. Railway connection on landward side 150 feet from dock edge.



#### PORT CHARGES

The following rates are in force:

**Harbour Dues:** (By-law No. 84, approved by Order-in-Council, P.C. 580, dated March 16th, 1932):

On vessels having a net registered tonnage over ten tons: Rate of two cents (2c) per net registered ton, payable on not more than five entries in any one calendar year;

On vessels having a net registered tonnage of ten tons or under: One Dollar (\$1.00) payable on not more than one entry in any one calendar year;

On vessels having no registered tonnage, or when the registered tonnage is not available: Rate of one and one-third cents  $(1\ 1/3c)$  per gross ton, payable on not more than five entries in any one calendar year.

**Pilotage:** To or from Lightship at mouth of river, one cent (1c) per registered ton and one dollar (\$1.00) per foot draught. Minimum twenty-five dollars (\$25.00). For shifting from berth to berth, ten dollars (\$10.00) with an additional five dollars (\$5.00) where a shift requires passage through New Westminster Bridge. Tugs for berthing (seldom required) are available at all times.

**Sick Mariners' Dues:** A Dominion Government charge applicable to all ports, payable only once on any one continuous voyage, two cents (2c) per net registered ton, payable on any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 44, Part V.)

Bill of Health: One dollar.

Fumigation: Cyanide Process, thirty-five cents (35c) per 1,000 cubic feet.

Pure Water: Fifteen cents (15c) per ton. Use of hose off dock,

additional two dollars (\$2.00).

**Port Wardens' Fees:** As established by the Council of the New Westminster Board of Trade and approved by Dominion Government Order-in-Council (P.C. No. 1139) of 30th June, 1928, which are the same fees that are in force at other British Columbia ports.

**Shipping Masters' Fees:** A Dominion Government charge applicable to all ports. (See Canada Shipping Act, Chapter 186), Sec.

139)

**Launch and Line Service:** A launch and vessel's line service is maintained in the harbour at all times.

**Stevedoring:** Stevedoring is handled entirely under private contract between ship's Agents and the Stevedores.

No Charge of Any Description Is Levied on Cargo by the

Port Authority.

**NOTE:** Terminal Docks being privately operated, rates for wharfage, storage, handling charges, etc, may be obtained from operating company.

#### **GENERAL STATISTICS**

#### COMPARATIVE RECORD OF SHIPPING, 1921-1946.

#### Deep Sea Arrivals

#### COAST ARRIVALS

Year	No. of Vessels	Net Tons	Grcss Tons
1935	1,558	41,380	No Record
1936	1,646	50,104	No Record
1937	1,683	51,214	No Record
1938	1,692	52,405	No Record
1939	1,742	54,655	No Record
1940	2,735	523,033	No Record
1941	3,140	683,769	No Record
1942	2,873	700,585	No Record
1943	1,966	243,801	No Record
1944	2,534	616,958	No Record
1945	2,175	670,516	No Record
1946	2,021	560,196	No Record

# COMPARATIVE RECORD OF LUMBER PRODUCED AND SHIPPED BY MANUFACTURERS ON THE LOWER FRASER RIVER, 1923-1946.

	Production	Water	Rail	Local
Year	Board Feet	Board Feet	Board Feet	Board Feet
1923	290,000,000	78,600,000	168,000,00	43,200,000
1924	322,086,000	119,469,000	153,736,000	40,527,000
1925	417,952,785	171,459,665	176,787,793	62,386,550
1926	459,806,957	211,230,950	178,779,482	56,750,612
1927	491,163,000	212,045,613	196,451,199	55,620,559
1928	494,692,143	201,307,000	234,024,755	59,795,602
1929	520,538,698	247,190,233	199,863,278	68,206,674
1930	445,247,843	227,163,260	151,778,294	74,394,630
1931	. 328,427,547	200,823,998	81,675,587	58,198,507
1932	318,687,465	206,131,114	64,494,173	49,794,546
1933	326,757,943	231,697,480	54,217,342	53,722,907
1934	373,559,738	252,754,935	63,573,133	52,406,347
1935	431,851,369	262,546,820	97,796,820	69,832,369
1936	630,180,425	374,393,766	122,998,968	107,625,755
1937	635,913,000	385,793,000	140,494,000	100,751,000
1938	665,100,000	380,904,000	151,362,000	132,834,000
1939	772,743,000	485,451,000	160,149,000	124,066,000
1940	799,090,000	438,200,000	204,437,000	154,545,000
1941	820,456,000	225,129,000	412,899,000	178,374,000
1942	755,972,000	193,380,000	403,684,000	189,431,000
1943	662,383,000	269,081,000	239,434,000	147,961,000
1944	655,423,000	277,727,000	199,782,000	166,880,000
1945	626,692,000	280,506,000	165,712,000	175,235,000
1946	691,601,000	300,035,000	179,729,000	219,140,000
1 2 7 0	071,001,000	300,033,000	177,127,000	217,170,000

Below is given the destination of lumber exported (water-borne) from the Fraser River for the past seven years with the percentage for each country, viz.:

							1946
Australia							
California	2%	10%	Nil	Nil	Nil	2%	1%
Canadian Atlantic							
Coast						Nil	
Orient	1%	2%	Nil	Nil	Nil	Nil	6%
Other Countries					8%		
South Africa					10%		
United Kingdom	78%	37%	85%	82%	7300	78%	51%
U.S. Atlantic Coast	2%	4%	Nil	Nil	Nil	Nil	Nil

#### COMPARATIVE RECORD OF DEEP SEA EXPORTS AND IMPORTS, 1927-1946

			EXPORTS AND
	EXPORTS	IMPORTS	IMPORTS
	Total Cargo	Total Cargo	Grand Total
Year	Tons	Tons	Tons
1927	336,767	10,444	347,211
1928	367,313	5,942	373,255
1929	376,836	12,873	389,708
1930	395,340	36,270	431,610
1931	420,544	13,465	434,009
1932	446,754	14,634	461,388
1933	657,879	20,699	678,578
1934	766,299	36,127	802,426
1935	710,939	29,264	740,203
1936	977,163	30,856	1,008,019
1937	868,026	25,442	893,468
1938	865,127	22,182	887,309
1939	1,051,207	20,465	1,071,672
1940	871,487	24,766	896,253
1941	336,969	11,407	348,376
1942	315,668	4,292	319,960
1943	443,446	Nil	443,446
1944	331,069	5,493	336,562
1945	615,962	6,823	622,785
1946	803,456	2,507	805,972
. ,	,	-,-	/

#### COMPARATIVE RECORD OF LOCAL COASTWISE EXPORTS AND IMPORTS 1935-1946

				Grand Lotal
		Total Cargo	Total Cargo	Inward and
		Outward	Inward	Outward
Year		Tons	Tons	Tons
1935		2,230	711,684	713,914
1936		100,231	899,618	999,849
1937	*	109,614	862,243	971,857
1938		258,284	874,585	1,132,869
1939		265,444	936,200	1,201,644
1940		166,302	1,118,163	1,284,465
1941		375,858	1,266,461	1,642,319
1942		427,602	1,219,608	1,647,210
1943		315,730	1,109,588	1,425,318
1944		304,627	1,096,353	1,400,980
1945		313,541	1,021,414	1,334,955
1946		475,947	1,032,756	1,508,703
, , , ,			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	72 - 07 . 02

#### COMPARATIVE RECORD OF SHINGLE PRODUCTION ON THE LOWER FRASER RIVER, 1927-1946.

	Production
Year	Squares
1927	1,783,000
1928	1,961,000
1929	1,549,000
1930	1,158,000
1931	890,000
1932	972,000
1933	890,000
1934	825,000
1935	1,500,000
1936	1,500,000
1937	1,350,000
1938	1,375,000
1939	1,750,000
1940	1,750,000
1941	1,850,000
1942	1,700,000
1943	1,000,000
1944	1,075,000
1945	1,035,000
1946	1,200,000

#### NATIONALITY OF DEEP SEA VESSELS 1941-1946.

British U. S. A. Japan Norway French Danish Swedish German Netherlands Italian Panama Finish Jugo-Slav Greek Chinese Canadian Spanish Hungarian Philippines Russian Brazilian Honduras	1941 43 40 0 46 0 0 14 0 0 14 0 0 0 0 0 0 0 0 0 0 0 0 0	1942 86 10 0 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1943 59 14 0 0 0 0 0 0 0 0 0 0 0 0 0	1944 25 24 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1945 30 35 0 1 0 0 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0	1946 92 51 0 9 2 0 7 0 14 0 5 0 0 2 9 9 1 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	156	109	86	114	176	287

### NEW WESTMINSTER DISTRICT PILOTAGE AUTHORITY

-n-

(Commissioners—W. Gifford, K. K. Reid, G. L. Cassady) Secretary-Treasurer—F. P. Matheson.

Five Pilots are engaged by the Pilotage Authority at the present time and are listed below:

Capt. B. S. Potts

Capt. H. L. Gilley

Capt. J. F. Colbourne

Capt. J. G. Mayers

Capt. J. S. Dennis

Capt. J. S. Dennis, who previously held a temporary license, was appointed in January of this year on a full time basis.

#### PILOT STATION

1. A Pilotage Boarding Station is maintained within one mile seaward of the Sand Heads Lightship entrance to the Fraser River.

#### PILOTAGE DUES

Authority, Chapter 2 of the By-laws of New Westminster Pilotage District, as follows:

- (a) No vessel shall be compelled to accept the services of a pilot within the said Pilotage District, but the payment of pilotage dues shall be compulsory for vessels of over fifty net registered tons, except in case of the ships exempted under the provisions of the Canada Shipping Act and amendments thereto.
- (b) Notwithstanding anything herein contained no vessel shall be exempted on any ground whatever from liability to pay pilotage dues if such vessel voluntarily takes on board a pilot to pilot the vessel and any ship using other than the vessel's own signed on officers as pilot must use those holding licences issued by the said Pilotage Authority.
  - (1) For vessels under sail \$2.00 per foot draught of water and one cent per net registered ton.
  - (2) For vessels in tow of another vessel \$1.00 per foot draught and one cent per net registered ton.
  - (3) For steam or motor vessel \$1.00 per foot draught and one cent per net registered ton.
  - (4) To or from points on the Fraser River above the mouth of the Pitt River to or from Port Haney or Port Hammond additional dues of fity cents per foot draught and onehalf cent per net registered ton shall be payable on all vessels.

Any fraction of a foot not exceeding six inches shall be paid for as half a foot and a fraction of a foot exceeding six inches shall be paid for as a foot.

In any event, there shall be a minimum charge for each vessel of Twenty-five Dollars (\$25.00).

- 3. For the moving of a vessel:
  - (a) From any place west of the mouth of the Pitt River and above New Westminster Bridge to any place below said bridge or vice versa \$15.00 and from any place east of the mouth of Pitt River to any place either below or above said bridge or vice versa an additional \$10.00.

#### MOVEMENTS OF VESSELS IN HARBOUR

(5) Every vessel liable to compulsory payment of pilotage dues shall pay the fees prescribed for movage in the case of every move within, into, or out of the limits of the harbour of New Westminster except where such vessel is merely shifting her position at a wharf and no pilot is engaged.

## COMPARATIVE RECORD OF PILOTAGE RECEIPTS Fiscal Year April 1st to March 31st,

1921 to 1946 (Incl.)

No of Vessels

		INO. Of Vessels	
		on Which	
Year	•	Dues Were Paid	Receipts
1921		57	\$ 1,429.19
1922		81	3,515.63
1923		100	4,830.83
		1.07	
1924			10,134.58
1925		205	16,184.12
1926		196	18,603.44
1927		198	15,289.87
1928		205	20,674.13
1929		250	26,197.93
1930		204	
			31,877.97
1931			32,767.40
1932		318	33,481.14
1933	***************************************	406	42,158.99
1934		462	48,181.62
1935		433	* 45,412.76
1936		510	53,517.79
1937		470	49,421.29
1938		470	49,412.73
1939		r 1 1	53,221.76
1940		222	28,481.36
1941		150	11,041.90
		1.00	
1942			14,061.46
1943			10,867.40
1944		114	15,549.02
1945		187	26,452.81
1946		311	39,473.08



FRIGATE H.M.C.S. "ANTIGONISH" arriving in the harbour, which marked the first visit of any warship since 1937, when H.M.C.S. "FRASER" paid a visit to the Port.

#### Information Supplied By the New Westminster Board of Trade.

### THE CITY OF NEW WESTMINSTER

- 1808—Simon Fraser reached the Pacific Ocean via the Fraser River.
- 1858—-Lt.-Col. Moody, with a detachment of Royal Engineers, arrived on the Fraser River.
- 1859—January 28—Lt.-Col. Moody moved the capital of British Columbia to New Westminster, and on July 20th, 1859, Queen Victoria by Royal Proclamation, gave the City its present name. New Westminster remained the capital until the 25th day of May, 1868, when it was moved to Victoria.
- 1860—City of New Westminster incorporated, embodying in its coat-of-arms:

A Ship in Full Sail.

A Pine Tree.

A Plowshare.

A Salmon.

Representing at that time the primary industries of the City and District.

- 1863—First Public School built on Royal Avenue.
- 1864—First session of B. C. Legislative Council held in New Westminster.
- 1864—Export of B. C. Lumber inaugurated by the sailing vessel "Kinnaird," which carried 400,000 feet of Douglas Fir from the Fraser River to Australia.
- 1871—First salmon cannery built on the Fraser River packed 9000 cases.
- 1884—First High School on the Mainland established in New Westminster.
- 1898—Great fire; waterfront and business section of City destroyed, \$2,500,000 damage.
- 1899—Rebuilt bigger and better, with steady growth to present day.
- 1947—Now one of the most progressive seaports on the Pacific Coast.

#### NEW WESTMINSTER

From a small village in 1859 to British Columbia's second largest industrial city in 1947, New Westminster has experienced a steady growth of development over the years, and now stands on the threshold of her brightest and most prosperous era.

The tenacious spirit of her hardy pioneers is evidenced today by the ninety odd well-established manufacturing concerns operating to capacity in the City, shipping a multiplicity of diversified products to the four corners of the earth. The gross annual value of products, totalling in excess of \$45,000,000, speaks well for the business ability of Royal City manufacturers.

New Westminster, in the early days, was renowned for her lumber and fishing industries. Today they are still in the fore, but secondary industries are making rapid advancement.

Lumber mills in the City have ambitious plans for the modernization and enlargement of present plants to meet the everincreasing demand from export and domestic markets.

With the completion of fish ladders at Hell's Gate in the Fraser River Canyon, the salmon harvest will reach a potential value of approximately \$35,000,000, and canneries will enjoy a greatly increased production.

The general business outlook for New Westminster was never brighter than it is today. The Westminster Paper Co. Ltd. have recently doubled the productive capacity of their plant with the erection of a \$1,000,000 extension. One of our oldest established iron and steel plants, the Westminster Iron Works Co. Ltd., are constructing larger premises and when completed it will be the finest equipped plant of its kind on the Pacific Coast.

Also in the course of erection is an adhesive plant, branch of the American Marietta Company, which should expand and grow as more uses are found for the production of plywood. The only fresh water port on the Canadian Pacific Coast, New Westminster's waterfront hums with activity. The Pacific Coast Terminals Co. Ltd., operating one of the most efficient terminals in Canada, is equipped with modern devices for unloading and loading of cargoes, and has excellent general cargo and cold storage facilities.

The Fraser River Transport & Navigation Company, a new venture, is expected soon to commence operation of a gypsum plant which, combined with their existing business, should still further increase the flow of shipping to the port.

New Westminster has a good supply of labour, predominately Anglo-Saxon descent, and labour turnover is low due to the fact that the majority of citizens are home-owners with a genuine interest in the welfare of their city.

The great hinterland of the Fraser Valley, gaining nationwide prominence for its output of dairy products and small fruits, looks to New Westminster as its trading centre. A new Farmers' Market, replacing the old structure of many years' standing, will provide an excellent outlet for the ever-increasing Fraser Valley products.

New Westminster is justly proud of the record her sons have gained on the field of battle, and is equally proud of the treatment these veterans have received since their return to the "home town."

A voluntary committee of public-spirited citizens was formed in 1944 to assist the veterans with their rehabilitation problems, and since that year they have given unstintingly of their time in this important work. In addition to finding employment and offering advice where needed, the committee undertook a vigorous campaign to provide veterans with urgently-needed building materials for home construction, with the result that approximately 600 city veterans have been able to build their own homes and are today happy and contented citizens.

On all sides of New Westminster may be seen magnificent snow capped mountains, typifying the permanence and solidarity claimed for the city. It is no wonder the Royal City is known far and wide as an ideal place to live, work, and be happy. It successfully combines the industrial with the residential, the busy hum of productivity with the quiet charm of gardened homes. Truly, New Westminster is a city richly blessed.

#### STATISTICS:

THE CORPORATION OF THE CITY owns a large portion of the waterfront on the main river which is leased to various industries; the electric light distribution system; the waterworks distribution system; the Fraser Valley Farmers' Market.

POPULATION: New Westminster City, 32,000; Trading District, 75,000; Area, 4,394 acres.

ASSESSED VALUATIONS: Land, \$12,431,727; improvements, \$22,254,358, both gross, no tax on improvements; 70 mill rate.

CHURCHES: 25. HOSPITALS: public, 2; private, 2.

PARKS: 10, total acreage, 175 acres.

SCHOOLS: public, 8; junior high, 2; high, 1; technical, 1; private, 3.

TELEPHONES: a modern exchange of 5,649 telephones.

AMUSEMENTS: theatres, 5; civic auditorium, seating capacity, 5,500. Up-to-date library.

CEMENT SIDEWALKS: 70 miles. SEWERS: 76 miles.

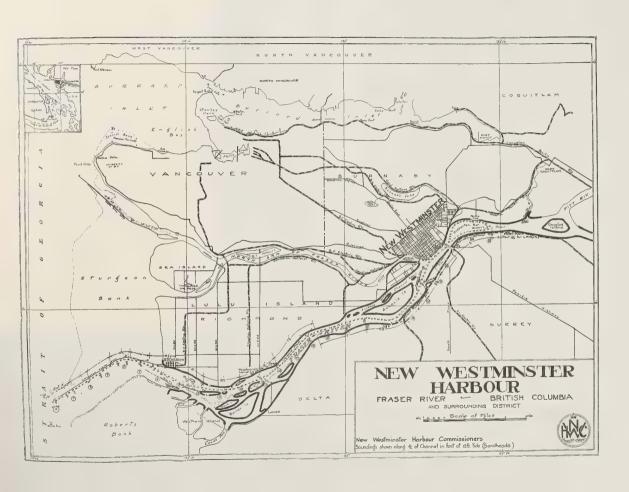
ROADS: 80 miles (70 miles hard surfaced).

New Westminster is 21 miles by highway from the Canadian-U.S.A. boundary at Blaine, and 12 miles from Vancouver, B.C. The City is governed by a Mayor and Council, who watch over the interests of its 32,000 citizens in a paternal manner, fostering the civic pride the Royal City is so famous for, proof of which is shown by our excellent record in Victory Loan, War Saving, Red Cross drives, etc., in which we always go over the top.















THE COLUMBIAN CO., LTD.

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New Westminster, B. C.



# ANNUAL REPORT



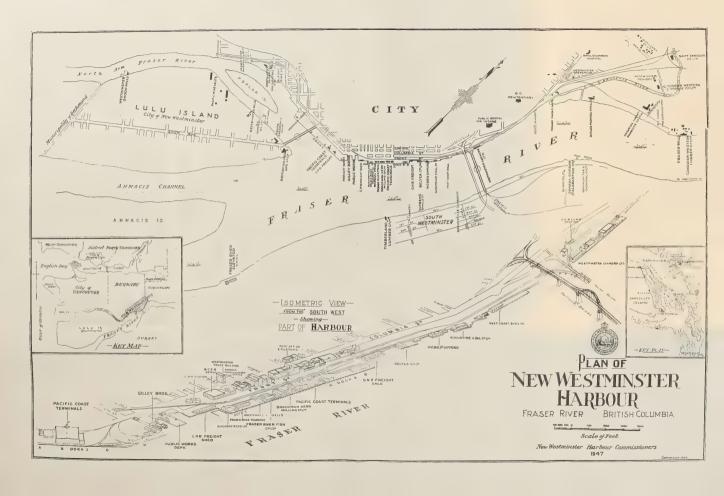


The EW WESTMINSTER OUR COMMISSIONERS









## ANNUAL REPORT

OF

THE NEW WESTMINSTER HARBOUR COMMISSIONERS

For the Year 1947



#### COMMISSIONERS

KILBURN K. REID, O.B.E., Chairman
WILLIAM GIFFORD
GEORGE L. CASSADY, K.C.

#### OFFICIALS

H. E. GORDON, Secretary-Treasurer
CAPTAIN JOHN SCLATER, Harbour Master
W. G. SWAN, C.E., M.E.I.C., Consulting Engineer
MARION K. GRIFFIN, Statistician



THE HONOURABLE LIONEL CHEVRIER, K.C. MINISTER OF TRANSPORT

# The New Westminster Harbour Commissioners

14th April, 1948.

The Hon. Lionel Chevrier, K.C.,
Minister of Transport,
Ottawa, Canada.

Sir:

A Report of Operations for the calendar year 1947 is herewith respectfully submitted.

Yours respectfully,

KILBURN K. REID, O.B.E., Chairman.

WILLIAM GIFFORD, Commissioner.

GEORGE L. CASSADY, K.C. Commissioner.

DEEP SEA FREIGHTER "HOEGH SILVERCREST" (NORWEGLAN) PICKING UP ANCHOR TO BERTH ALONGSIDE DOCK 3R, PACIFIC COAST TERMINALS

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Map of River	ack)



KILBURN K. REID CHAIRMAN



MEMBERS
NEW WESTMINSTER
HARBOUR COMMISSION

## ANNUAL REPORT

1947

Foreword . . .

THE PORT OF NEW WESTMINSTER was very active during the year 1947 which created a record for export cargo tonnage. It reached 1,052,447 tons, the highest figure in the Port's history. This heavy movement indicates that the Fraser fresh water port is definitely holding its position as an export center and thereby making a substantial contribution to the restoration of world trade.

A record of deep sea ships was made since pre-war days with the arrival of 358 vessels. British shipping supplied the greatest proportion.

Exports of lumber, flour and chemical fertilizer hit an all-time high with various others showing advanced increases.

In the following pages of this report will be found interesting details of port operations and other general information.



-Pacific Coast Terminals, New Westminster

# DEEP SEA FREIGHTERS "TOSCA" (SWEDISH) AND "CAPE HAWKE" (BRITISH) LOADING AT PACIFIC COAST TERMINALS.

#### **SHIPPING**

Statement showing the total number of vessels, with net registered tonnage, arrived and departed during the calendar year 1947 with comparative figures for 1946:

#### (1) DEEPSEA OR OCEAN GOING:

Arrivals				
Year No. 1947	of Ves 358 287	sels	Reg. Tonna 1,517,917 1,112,751	age
Departures				
1947 1946	360 281		1,536,332 1,091,057	
(2) COASTAL: Arrivals				
1947 1946			519,253 560,196	
Departures				
1947 1946			537,585 541,560	
(3) SUMMARY:				
Arrivals Classification				
Deepsea or Ocean-going Coastal			1,517,917 519,253	
Deportures		2,413		2,037,170
Departures Deepsea or Ocean-going	360		1,536,332	
Coastal	2,030	2,416	537,585	2,073,917
Grand Total	_	4,829		4,111,087

#### **CARGO TONNAGE**

Statement showing the total quantity of water-borne cargo tonnage landed from and loaded on vessels, during the calendar year 1947 with comparisons for 1946:

Classification FOREIGN DOMESTIC	s—W. (2,000 Inward 12,046 1,153,864	lbs.) or M. Outward 1,052,447 462,922	Total 1,064,493 1,616,786
Total 1947	1,165,910	1,515,369	2,681,279
Total 1946	1,035,263	1,280,229	2,315,492

## PRINCIPAL DEEP-SEA EXPORTS 1946 - 1947

COMMODITY	QUANTITY		
	1946	1947	
Lumber, bd. ft	239,733,443	386,309,295	
Shingles, bdls.	333,828	143,808	
Fir Ties, bd. ft.	5,556,044	10,052,713	
Box Shooks, cu. ft.	1,546,319	2,791,352	
Plywood, sq. ft.	107,087,348	93,347,361	
Woodpulp, tons	5,164	2,103	
Bar Metal, (lead, zinc, cadmium,			
white metal), tons	50,407	35,584	
Sulphate of Ammonia, tons	76,814	73,401	
Ammonium Phosphate, tons	42,856	55,819	
Nitraprills, tons	25,333	69,638	
Grain, bushels	3,995,230	3,207,858	
Flour, tons	1,328	17,542	
Canned Salmon, tons	2,840	1,978	
Canned Herring, tons	5,879	7,169	
Apples, boxes	860,581	130,100	
Strawberries, bbls.	70	1,388	
Raspberries, bbls.	11,822	15,516	
Eggs, cases	91,314	90,424	
General, tons	4,346	8,551	

#### PRINCIPAL DEEP-SEA IMPORTS

1946 - 1947

	1946	1947
Rice, tons	1,511	Nil
Phosphate Rock, tons	Nil	5,615
Shells (Oyster), tons	416	Nil
Misc. Hardware, tons	196	397
Lumber (Hardwood), bd. ft.	135,000	Nil
Nuts (Brazil), tons	128	28
General, tons	54	14

#### LOCAL COASTWISE CARGO TONNAGE

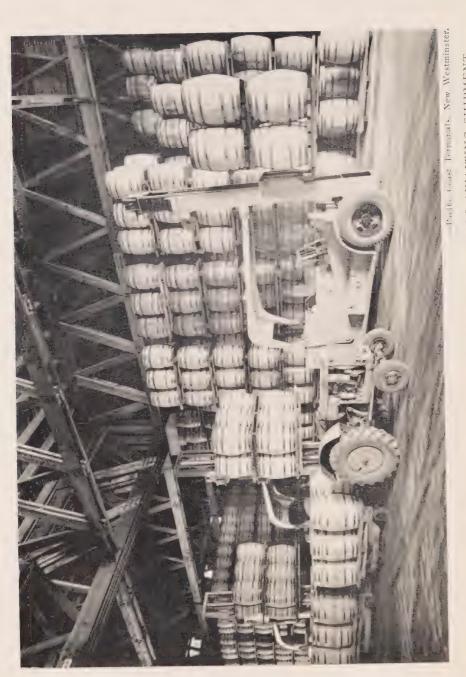
OUTWARD	TONS (200	00 lbs.)
	1946	1947
Sand, Gravel and Rock	301,800	294,300
Gypsum	4,276	5,347
Hogfuel	18,111	
C.N.R. Barge and Ferry Service (Cargo in Transit)	151,760	163,275
	475,947	462,922
INWARD.		

#### INWARD

	1946	1947
Cement	17,215	20,444
Clam Shells	2,200	2,108
Coal	25,807	29,513
Oil Products	12,342	13,029
Lime	1,123	
Logs (approx.)	842,014	965,075
Miscellaneous	record records	600
C.N.R. Barge and Ferry Service (Cargo in Transit)	132,055	123,095
	1,032,756	1,153,864

#### NOTE: FOREIGN COASTWISE

5,992 tons of fuel oil was imported from Seattle, U.S.A. during the year.



SO2 RASPBERRIES IN STORAGE AT PACIFIC COAST TERMINALS AWAITING SHIPMENT TO THE UNITED KINGDOM.

550,016

#### **EXPORTS BY COUNTRIES**

#### GREAT BRITAIN, DOMINIONS, AND POSSESSIONS

Agricultural Products UNITED KINGDOM	Tons
Eggs	2,802
Flax	21 1,680
Flour	93,414
	73,414
Fish Products	
Canned Salmon	1,139
Salmon (mild cured)	2
Canned Herring	138
Forest Products	
Box Shooks	8,221
Broomhandles	1,137
Cascara Bark	15
Fir Ties	513
Pitprops	6,259
Lumber	372,438
Plywood	33,612
Shingles	1,452
Woodpulp	1,628
Fruit Products	
Apples	1,221
Plums (Greengages)	436
Raspberries	3,335
Strawberries	299
Manufactured Products	
Ammonium Phosphate	6.550
Battery Separators	318
Glue	35
General	356
Mineral Products	
Lead	845
Oil (fish)	11
Zinc	12,139

#### EXPORTS—(Continued)

BRITISH WEST INDIES Fish Products Canned Salmon	Tons 96	
Forest Products  Box Shooks  Lumber  Plywood  Shingles  Staves	22 6,140 16 2,124 15	
Manufactured Products  Ammonium Phosphate  Sulphate of Ammonia  Paper (bags)  Paper (toilet)	260 240 26 7	8.946
Fish Products Canned Herring	48	0,2 (0
BRITISH GUIANA Forest Products Lumber	56	48
Manufactured Products General		
Fish Products	4.074	68
Canned Herring  Forest Products  Box Shooks  Lumber	1,071 989 28,288	
Manufactured Products Paper (Wrapping) General		30,452
Forest Products Lumber	3,324	3,324

EXPORTS—(Continued)		
Agricultural Products Seeds (sunflower)	Tons	
Fish Products Sardines Canned Salmon Pilchards Canned Herring	16 583 50 324	
Forest Products  Lumber  Plywood	5,084 6	
Manufactured Products  Sulphate of Ammonia  Whiskey Paper (newsprint) Paper (bags) Paper (toilet) Paper (wrapping) General Rope	500 15 32 20 19 44 88 4	6,802
Animal Products Frozen Meat	2	1
Agricultural Products Flour	2,863	
Fish Products Canned Herring Canned Salmon Kippersnacks	51 6 4	,
Forest Products Lumber	228	
Manufactured Products Ammonium Phosphate Battery Separators Sulphate of Ammonia Nitraprills General	4,330 1 5,500 5,500 10	
Mineral Products Zinc	448	18,943

#### EXPORTS—(Continued)

SOUTH AFRICA		
Agricultural Products	Tons	
Flour (wheat)	50	
Fish Products		
Canned Herring	910	
Canned Salmon	4	
Sardines	27	
Sardines	41	
Forest Products		
Box Shooks	1,403	
Fir Ties	109	
Flooring	1,310	
Lumber	44,382	
Plywood	574	
Shingles	618	
E81co	0.0	
Fruit Products		
Raspberries	2	
Manufactured Products		
Battery Separators	128	
Floor Tiles	25	
Ammonium Phosphate	10,105	
Sulphate of Ammonia	8,505	
Nitraprills	6,375	
Macaroni	4	
General	242	74,773
PALESTINE		74,773
Forest Products		
Box Shooks	24,294	
Lumber	6,485	
TO INTO A D		30,779
Fish Products		
Canned Herring	127	
Canned Salmon	150	
	100	
Forest Products	400	
Box Shooks	490	
Broomhandles Lumber	18 2,294	
Manufactured Products	2,29+	
Battery Separators	1	
Duttery Separators	1	3.080
		0,000

EXPORTS—(Continued)  EIRE  Fruit Products  Plums Plums (Greengages) Peach (pulp) Raspberries  Forest Products Lumber Plywood  Manufactured Products Pectin	Tons 91 10 29 202 4,753 65	T 170
-		5,170
EUROPE		
FRANCE Forest Products		
Lumber	18,256	
Manufactured Products  Battery Separators  Nitraprills  General	101 8,199 37	
Mineral Products  Bismuth Cadmium Lead Zinc	21 22 7,545 12,178	46,359
HOLLAND		10,000
Agricultural Products Peas (green)	1,108	
Forest Products  Lumber  Plywood	36,940 564	
Manufactured Products Nitraprills Rope General	4,200 12 1	
Mineral Products		
Zinc	788	43,613

EXPORTS—(Continued)			
	GERMANY	Т	
Mineral Products Lead		Tons 504	
	BELGIUM		504
Forest Products			
Plywood		53	53
A aminultural Draduata	NORWAY		
Agricultural Products Flour		2,682	
	ITALY		2,682
Manufactured Products		27	
Spaghetti & Macarom		37	37
Manufactured Products	GREECE		
		72	
Fish Products			
Canned Herring		2,448	2,520
Dist. Decident	EGYPT		2,520
Fish Products Canned Herring	****	3	
Forest Products			
Lumber		7,662	7 665
	CYPRUS		7,665
Forest Products		4.374	
	-		4,374
Fish Products	UKRAINE		
Canned Herring	***************************************	1,771	1,771
			1,771
	ASIA		
	ARABIA		
Forest Products Box Shooks		7,138	
Plywood		582	
Lumber		1,647 3	
Manufactured Products		v	
		62	0.100
			9,432

EXPORTS—(Continued)		
Agricultural Products Flour Potatoes	<b>Tons</b> 9,671 295	
Fish Products Canned Herring Herring (dry salt)	78 210	
Forest Products  Fir Ties  Lumber  Poles (fir)	14,422 16,888 32	
Fruit Products Apples	36	
Ammonium Phosphate Sulphate of Ammonia Nitraprills General Barges (steel)	8,865 7,560 45,121 2 2,469	105 640
NORTH, CENTRAL AND SOUTH A  UNITED STATES OF AMERI		105,649
Fish Products Salmon (fresh)		
Forest Products  Lumber GUATEMALA	1,562	1,805
Agricultural Products Flour SALVADOR	10	10
Manufactured Products  General  Whiskey	6 4	10
Agricultural Products Flour	50	50

EXPORTS—(Continued)		
Agricultural Products Flour (wheat)	Tons 200	
Forest Products Lumber	555	
Manufactured Products Whiskey	2	757
PANAMA		131
Agricultural Products FlourOats	41 50	
Fish Products Sardines	4	
Forest Products  Broomhandles  Lumber	20 532	
Manufactured Products General Whiskey	1 2	650
COLUMBIA		650
Agricultural Products Flour (wheat)	245	
Fish Products Sardines	2	
Manufactured Products Ammonium Phosphate Oil (fish) Rope	1,000 1 23	
		1,271
WENEZUELA Manufactured Products Battery Separators Rope	2 79	01
ECUADOR		81
Fish Products Canned Herring	144	
Manufactured Products Rope	6	
		150

EXPORTS—(Continued)		
Agricultural Products Oats	Tons 32 2	
Manufactured Products  Ammonium Phosphate Battery Separators Oil (fish) Glue Rope General	220 8 8 12 19 64	
Forest Products Lumber BOLIVIA	668	1,033
Fish Products Sardines	5	
Forest Products Lumber	73	
Manufactured Products General Rope	1 2	81
Fruit Products Apples	1,637	01
Forest Products Woodpulp	475	
Mineral Products Lead	981	3,093
Manufactured Products  Glue General Rope Whiskey  Mineral Products	82 65 64 10	
Zinc	110	331

EXPORTS—(Continued)		
ARGENTINA Agricultural Products Oathulls Potatoes (seed)	Tons 176 938	
Fish Products Canned Herring	10	
Forest Products Lumber	8,453	
Manufactured Products Paraffin Wax Battery Separators General	84 40 62	0.762
HAWAIIAN ISLANDS Forest Products Fir Ties Shingles Lumber	36 118 157	9,763
Manufactured Products  Ammonium Phosphate  Sulphate of Ammonia  Nitraprills  Peatmoss	19,999 47,166 243 32	(7.751
PHILIPPINE ISLANDS Agricultural Products Flour	50	67,751
Fish Products Canned Herring	76	
Manufactured Products Ammonium Phosphate Sulphate of Ammonia General	4,490 3,930 2	
Mineral Products  Lead	3	8,551
Grand Total		1,052,447

#### **IMPORTS BY COUNTRIES**

CHINA	
Tons	
Miscellaneous 95	
	95
HAWAIIAN ISLANDS	
Pineapple (fresh) 4	
Pineapple Juice 193	
Wall Board	
	316
UNITED STATES OF AMERICA	
Nuts	
Phosphate Rock 5,615	
	5,643
Grand Total	6,054

#### **FINANCIAL**

## Ordinary Revenue Account for Year Ended December 31st, 1947.

#### Revenue:

Grain Elevator Rental	\$ 26,261.76	
Water Lot Rentals	13,897.07	
Harbour Dues	33,873.85	
Bank and Bond Interest	266.75	
Refund of Unemployment		
Insurance Payments	62.93	
Profit on Sale of Investments	237.50	
Total Revenue		\$ 74,599.86

#### Expenditures:

penartures.		
Administration	\$ 15,003.01	
Interest on Government Loans (Elevator)	13,726.86	
Debenture Interest and Exchange (Elevator)	33,499.46	
Repairs and Renewals	111.57	
Ice Breaking	270.00	
Insurance Survey	75.00	
Total Expenditure		
NET SURPLUS	***************************************	\$ 11,913.96



-Croton Photo Service, New Westminster.

M.S. "TREWIDDEN" (BRITISH) LOADING WHEAT FOR THE UNITED KINGDOM AT SEARLE ELEVATOR.

#### **GRAIN ELEVATOR**

The Commissioners' Grain Elevator was leased to SEARLE GRAIN COMPANY LIMITED in September, 1933, since which time it has been continuously and very efficiently operated by this important company. A summary of results for the year follows with comparative figures for 1946:

	1946 Bushels	1947 Bushels
Stocks in Store January 1st	549,448	366,325
Receipts	4,108,891	3,795,804
Shipments	4,292,014	3,918,086
Stocks in Store December 31st	366,325	244,043





-Aero Surveys Limited, Vancouver.

# GENERAL DESCRIPTION of

### NEW WESTMINSTER HARBOUR

The Harbour of New Westminster extends from a line drawn north and south, astronomically, to each shore of the Fraser river, from a point on the line of average high water mark, on the eastern end of Manson or Doug'as Island, known as Point Sebastien and situate in the Fraser river at the mouth of the Pitt river; thence down stream extending on both sides to the line of average high water mark, to lines drawn across the outlets of the Fraser river into the Gulf of Georgia from point to point at low watermark on each of the points of land forming the said outlets, but not extending further northerly than a point equidistant between the most northerly points of the western shore of Lulu Island; and also includes the adjacent waters of the Gulf of Georgia, but does not include any portion of the North Arm of the Fraser river west of the westerly boundaries of the City of New Westminster.

With the exception of that portion of the Harbour situate below the Easterly end of Tilbury Island (five miles below the City of New Westminster), the foreshore and bed of the river are vested in the Dominion Government and administered by the Harbour Commissioners to whom applications for water lot leases should be made. Below the easterly end of Tilbury Island the foreshore and bed of the river are under the jurisdiction of the Province of British Columbia.

#### FRASER RIVER CHANNEL

From the entrance of the harbour to New Westminster is a distance of twenty-three miles. Depths in the channel are maintained by the Dominion Department of Public Works by means of dredging operations by hydraulic suction land line dredge "King Edward" and sea going hopper dredge "Fruhling" and the construction of river training works.

From the entrance to Steveston, about 8 miles, a minimum depth at low water of 21 feet is maintained, dredging being done principally at two locations, viz., the turn in the North Jetty about two miles below Steveston, and the other in the Steveston Cut opposite Steveston. The ordinary high tidal range over the section from the Gulf to Steveston varies from 12 feet at the Gulf to 9 feet at Steveston.

It is in the above 8 mile section that the majority of the River Training works are located, consisting of rock jetties, wingdams and close piling work.

From Annieville Bar (about two miles below New Westminster) to Steveston, dredging operations are not required. Dredging is periodically performed over Annieville Bar to maintain a minimum depth of 24 feet at low water.

Dredging works are periodically carried out alongside the docks of the Pacific Coast Terminals Limited, Fraser Mills and the Grain Elevator, in order to maintain a minimum depth of 30 feet at low water.

#### LIGHTING SYSTEM

The channel is well lighted for its entire length and these aids to night navigation are maintained in an efficient manner.



# Harbour Highlights

- 1. The major fresh water port on the Canadian Pacific Coast.
- 2. Three trans-continental railroads.
- 3. The Port has modern terminal import and export facilities including modern cold storage.
- 4. No charge of any description is levied on cargo by the Port Authority.
- 5. An 800,000 bushel grain elevator which enables the Port to play its part in the grain export business of Western Canada.
- 6. Thirteen berths for deep-sea ships.
- 7. The harbour is open for navigation all year round and is adequately lighted for night navigation.
- 8. The Port is Canada's principal lumber manufacturing centre.



# Harbour Highlights

- 9. Export and import rates are on a parity with all west coast Ports.
- 10. In 1947, 358 deep-sea vessels carried 1,052,447 tons of cargo to foreign ports, the highest export figure in the Port's history.
- 11. The Fraser River and its tributaries constitute the most important salmon breeding-ground and natural hatchery in the world.
- 12. It is the nearest tidewater gateway to the great Peace River Country.
- 13. It is a distributing centre for the fertile Fraser Valley.
- 14. The Port is the principal outlet for waterborne exports of the Consolidated Mining and Smelting Company of Canada Limited.
- 15. It is the principal outlet for the fruit products of the famous Okanagan Valley.
- 16. Thirty-one steamship lines make regular sailings.

### STEAMSHIP LINES

The undermentioned Lines have had sailings from this Port during the year 1947:

Anglo-Canadian Shipping Co. Ltd.

Alfred Holt & Co.

American Mail Line

Blue Star Line

Blue Funnel Line

Canada Shipping Co. Ltd.

Canadian Transport Co. Ltd.

Carpenter Line

Donaldson Line

Empire Shipping Co. Ltd.

East Asiatic Line

Fred Olsen Line

Fruit Express Line

Furness Pacific Line Grace Line

Goulandris Shipping Co. Ltd.

Holland Amerika Line

Isthmian Line

Johnson Line

Kingsley Line

Klaveness Line

Knutsen Line

Kulukundis Shipping Co. Ltd.

Lauritzen Line

Moore McCormick Line

Matson Line

North Pacific Shipping Co. Ltd.

Royal Mail Line

Seaboard Shipping Co. Ltd.

Saguenay Terminals Ltd.

Silver Java Pacific Line

Stan Line

States Marine Line

Trans-Atlantic Line

Union Steamship Co. of New Zealand Ltd.

Webster Line

Westfal-Larsen Line

Western Canada Steamship Line

### PORT FACILITIES

### PACIFIC COAST TERMINALS CO. LIMITED

Main Dock: Berth A-B-C-D- (Quay Wharf) plus Fish Berth; Length at face 2,160 feet. Depth of water at face, 25 to 35 feet at low water. Width of dock, 60 feet to 150 feet. Provided with three lines of standard railway track for entire length with numerous crossovers. Flush type switch standards. Water services supplied at dock edge. Light and power supplied at dock edge (A.C. 110 volts and 220 volts "three phase"). Telephone services supplied at each berth. Dock is supported on cedar piling in fresh water, all timbers above piling are creosoted. Deck is 4-inch reinforced concrete tile type (7 ft. x 8 ft. blocks).

Sheds: Storage sheds are ample and well distributed along entire dock. Six (6) sheds provide a floor area of 123,571 sq. ft., as follows: Transit Shed No. 1—20,100 sq. ft., Ins. Ht. clear 18 ft.; reinforced concrete floor. Transit shed No. 2—15,776 sq. ft., Ins. Ht. clear 22 ft.; reinforced concrete floor. Transit Shed No. 3—19,285 sq. ft., Ins. Ht. clear 16 ft.; concrete floor. Transit Shed No. 4—23,190 sq. ft., Ins. Ht. clear 16 ft., 5-inch wood floor. Transit Shed No. 5—16,620 sq. ft., Ins. Ht. clear 16ft.; concrete floor. Transit Shed No. 6—28,800 sq. ft., Ins. Ht. clear 24 ft. Outside storage clear of trackage, 168,300 sq. ft. approx.

Locomotive Equipment: One (1) 80-ton straight connected American oil-burning steam locomotive 060 type. One (1) 40-ton saddle tank oil-burning steam locomotive 060 type. One (1) 65-ton Heisler logging type locomotive oil-burning steam 080 type. One (1) gasoline driven 9-ton switcher-pusher. One (1) 25-ton maximum capacity 50-ft. boom American Brownhoist Locomotive crane, oil-burning steam driven.

Freight Handling Equipment: One (1) gasoline power driven lift truck, capacity 2000 lbs., One (1) gasoline power driven lift truck, capacity 4000 lbs., 15-inch centre of load, height of lift 9 ft. to bottom of top load. Five (5) gasoline power driven lift trucks 7,500 lbs., 24-inch centre of load, height of lift 11 ft. 6 inches to bottom of top load. Thirteen (13) gasoline power driven tractors. One hundred and twenty (120) dollies, capacity 7000 lbs. each. Two (2) trucks, one 2-ton and one 1-ton capacity. One (1) Gerlinger lum-

ber carrier, 5-ton capacity. Three (3) Hyster lumber carriers, 6-ton capacity. Seven (7) Hyster Space Saver Lift Trucks, capacity  $7\frac{1}{2}$  tons each, height of lift 17 ft. 6 in.

Cold Storage Plant Equipment: Two (2) 150-ton capacity ammonia compressors. Sharp freezing chambers and quick freezing equipment. (a) Cold storage 5 degrees to 10 degrees F., 600,000 cu. ft. (b) Cool storage 28 degrees to 32 degrees F., controlled humidity 600,000 cu. ft. (c) Ice plant 40 tons per 24 hours with storage for 1,000 tons. Ozone piped to all rooms, ventilating fan facilities in all cooler rooms.

Railway Yards: Capacity for 200 railway cars on 11 parallel tracks in yard. Direct connection with Canadian Pacific and Canadian National Railways. Great Northern Railway, Southern Pacific Railway, Northern Pacific Railway and B. C. Electric Railway have switching arrangements with the aforementioned railway companies.

**Protection:** Entire property surrounded by 9-ft steel chain link fence. Watchman on duty 24 hours per day, time-clock. Property and equipment provided with first-class fire protection, including 13 standard fire hydrants and ample  $2\frac{1}{2}$ -inch fire hose, numerous fire extinguishers, etc., provided.

Subsidiary Dock: In addition to the above, the Company has leased property one-half mile upstream having two (2) deep-sea berths and storage sheds served by the Great Northern Railway with direct connection on landward side 150 ft. from dock edge. Shed space, 24,250 sq. ft. Equipment of main property available here with exception of railway equipment. This property is not fenced.

### CANADIAN WESTERN LUMBER COMPANY LIMITED

Fraser Mills: Length at dock face, 1,300. Depth of water at face, 25 feet at low water. Trackage, total accommodation 200 cars. No waterside trackage. Lumber handling facilities, 12 lumber carriers. Two (2) large cranes.

### GYPSUM, LIME AND ALABASTINE, CANADA, LIMITED

Dock at Liverpool (South Side Fraser River): Length at face, 225 feet. Depth of water, 15 feet at low water. Plant and dock connected with elevated 24-inch conveyor belt for loading crushed gypsum rock into vessels; balance of approach used for transporting materials by means of electric truck. Swing slip with counter balance to accommodate loading of covered scows.

### SEARLE GRAIN COMPANY LIMITED (Fraser River Elevator)

Face at dock, 1,100 feet. Berthing accommodation, 3 vessels. Depth of water, 30 feet at low water. Trackage accommodation amply provided for. Delivery, 2 belts with total capacity of 30,000 bushels per hour. Six spouts. Storage capacity, 800,000 bushels. Grain storage shed 100 ft. x 66 ft., capacity, 2000 tons of sacked wheat. Three sewing machines fully equipped, can sack 1000 tons in 24 hours.

#### CANADA RICE MILLS LIMITED

Dock Near Woodward's Landing (North Side Fraser River): Length at face, 400 feet. Depth at low water, 30 feet. Warehouse with storage capacity approximately 12,000 tons. Electric light and water. C.N.R. tracks adjoin wharf.

### FRASER RIVER TRANSPORT & NAVIGATION COMPANY LIMITED

Dock at City Proper North Side Fraser River: Length at face 400 feet. Berthing accommodation, 1 vessel. Depth of water, 27 feet at low water. Storage shed, 6,000 sq. ft., storage capacity 800 tons. Water, light and power supplied at dock edge. Telephone services. Double siding at warehouse connecting with C.P.R., C.N.R., G.N. and B.C. Electric.

### PORT CHARGES

The Following Rates Are In Force:

Harbour Dues: (By-law No. 84, approved by Order-in-Council, P.C. 580, dated March 16th, 1932).

On vessels having a net registered tonnage over ten tons: Rate of two cents (2c) per net registered ton, payable on not more than five entries in any one calendar year.

On vessels having a net registered tonnage of ten tons or under; One Dollar (\$1.00) payable on not more than one entry in any one

calendar year.

On vessels having no registered tonnage or when the registered tonnage is not available, rate of one and one-third cents (1-1/3c) per gross ton, payable on not more than five entries in any one calendar

year.

Pilotage: To or from Lightship at mouth of river, one cent (1c) per registered ton and two dollars (\$2.00) per foot draught. Minimum twenty-five dollars (\$25.00). For shifting from berth to berth, fifteen dollars (\$15.00) with an additional five dollars (\$5.00) where a shift requires passage through New Westminster Bridge. Powerful tugs for berthing (occasionally required) are available at all times.

**Sick Mariners' Dues:** A Dominion Government charge applicable to all ports, payable only once on any one continuous voyage, two cents (2c) per net registered ton, payable on any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 44, Part V).

Bill of Health: One Dollar (\$1.00).

Fumigation: Cyanide Process, thirty-five cents (35c) per 1,000 cubic feet.

Pure Water: Fifteen cents (15c) per ton. Use of hose off dock, additional two dollars (\$2.00).

Port Wardens' Fees: As established by the Council of the New Westminster Board of Trade and approved by Dominion Government Order-in-Council (P.C. No. 1120) of 19th March, 1948, which are the same fees that are in force at other British Columbia Ports.

Shipping Masters' Fees: A Dominion Government charge applicable to all ports (See Canada Shipping Act, Chapter 186, Sec. 139).

Launch and Line Service: A Launch and Vessel's Line Service is manitained in the harbour at all times.

**Stevedoring:** Stevedoring is handled entirely under private contract between ship's Agents and the Stevedores.

NO CHARGE OF ANY DESCRIPTION IS LEVIED ON CARGO by the Port Authority.

NOTE: Terminal Docks being privately operated, rates for wharfage, storage, handling charges, etc., may be obtained from operating company.

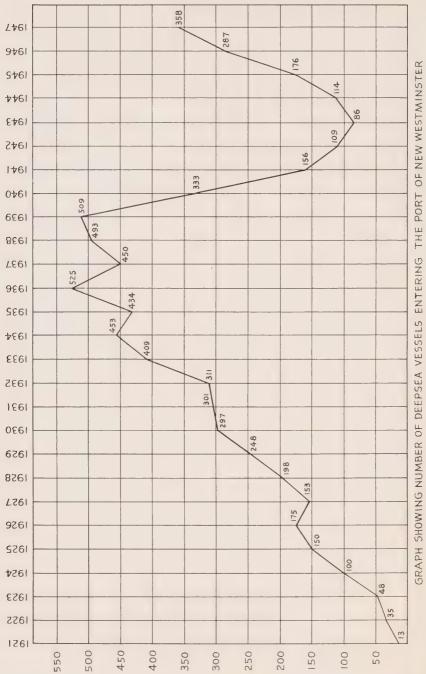
### **GENERAL STATISTICS**

# COMPARATIVE RECORD OF LUMBER PRODUCED AND SHIPPED BY MANUFACTURERS ON THE LOWER FRASER RIVER 1923 - 1947

Year	Production Board Feet	Water Board Feet	Rail Board Feet	Local Board Feet
1923	290,000,000	78,600,000	168,000,000	43,200,000
1924	322,086,000	119,469,000	153,736,000	40,527,000
1925	417,952,785	171,459,665	176,787,793	62,386,550
1926	459,806,957	211,230,950	178,779,482	56,750,612
1927	491,163,000	212,045,613	196,451,199	55,620,559
1928	494,692,143	201,307,000	234,024,755	59,795,602
1929	520,538,698	247,190,233	199,863,278	68,206,674
1930	445,247,843	227,163,260	151,778,294	74,394,630
1931	328,427,547	200,823,998	81,675,587	58,198,507
1932	318,687,465	206,131,114	64,494,173	49,794,546
1933	326,757,943	231,697,480	54,217,342	53,722,907
1934	373,559,738	252,754,935	63,573,133	52,406,347
1935	431,851,369	262,546,820	97,796,820	69,832,369
1936	630,180,425	374,393,766	122,998,968	107,625,755
1937	635,913,000	385,793,000	140,494,000	100,751,000
1938	665,100,000	380,904,000	151,362,000	132,834,000
1939	772,743,000	485,451,000	160,149,000	124,066,000
1940	799,090,000	438,200,000	204,437,000	154,545,000
1941	820,456,000	225,129,000	412,899,000	178,374,000
1942	755,972,000	193,380,000	403,684,000	189,431,000
1943	662,383,000	269,081,000	239,434,000	147,961,000
1944	655,423,000	277,727,000	199,782,000	166,880,000
1945	626,692,000	280,506,000	165,712,000	175,235,000
1946	691,601,000	300,035,000	179,729,000	219,140,000
1947	906,298,000	410,413,000	279,090,000	244,085,000

Below is given the destination of lumber exported (waterborne) from the Fraser River for the past seven years with the percentage for each country, viz.:

	1941	1942	1943	1944	1945	1946	1947
Australia	12%	3%	10%	9%	13%	8%	5%
California	10%	Nil	Nil	Nil	2%	1%	1%
Canadian Atlantic Coast	Nil	Nil	Nil	Nil	Nil	1%	Nil
Orient	2%	Nil	Nil	Nil	Nil	6%	3%
Other Countries	16%	8%	Nil	8%	Nil	11%	19%
South Africa	19%	4%	8%	10%	7%	22%	7%
United Kingdom	37%	85%	82%	73%	78%	51%	65%
U.S. Atlantic Coast	4%	Nil	Nil	Nil	Nil	Nil	Nil



DURING THE YEARS 1921 TO 1947 INCLUSIVE

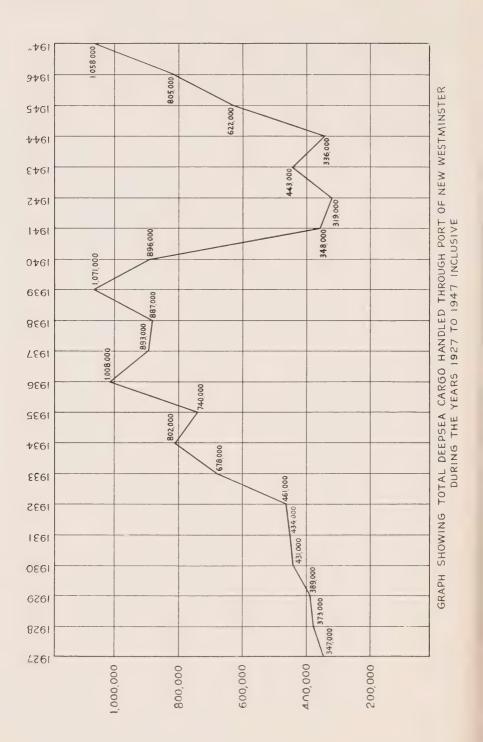
### COMPARATIVE RECORD OF SHIPPING 1921 - 1947

### DEEP SEA ARRIVALS

Year	No.	of Vessels	Net Tons	Gross Tons
1921	0	13	38,987	No Record
1922	***************************************	35	100,321	No Record
1023	**-***	48	144,973	No Record
1924		100	333,138	525,069
1925	***************************************	150	476,420	786,106
1926		175	579,167	926,046
1927		153	486,603	776,229
1928		198	625,271	1,004,622
1929	***************************************	248	827,762	1,312,031
1930		297	994,673	1,578,189
1931		301	1,052,865	1,690,634
1932		311	1,087,878	1,737,429
1933		409	1,454,842	2,343,276
1934		453	1,639,342	2,670,630
1935		434	1,575,535	2,575,350
1936		525	1,857,784	3,035,139
1937		450	1,611,168	2,655,235
1938		493	1,759,413	2,892,848
1939		509	1,774,318	2,922,843
1940		333	1,057,109	1,747,332
1941		156	432,351	720,989
1942		109	416,846	697,037
1943	***************************************	86	363,056	608,778
1944		114	451,829	756,216
1945		176	718,765	1,199,418
1946	***************************************	287	1,112,751	1,834,096
1947		358	1,517,917	2,486,023

### COAST ARRIVALS

Year	No.	of Vessels	Net Tons	Gross Tons
1935		1,558	41,380	No Record
1936		1,646	50,104	No Record
1937	***************************************	1,683	51,214	No Record
1938		1,692	52,405	No Record
1939		1,742	54,655	No Record
1940	***************************************	2,735	523,033	No Record
1941		3,140	683,769	No Record
1942	***************************************	2,873	700,585	No Record
1943		1,966	243,801	No Record
1944		2,534	616,958	No Record
1945		2,175	670,516	No Record
1946	***************************************	2,021	560,196	No Record
1947	***************************************	2,055	519,253	No Record



### COMPARATIVE RECORD OF DEEP SEA EXPORTS AND IMPORTS, 1927 - 1947

				EXPORTS
		EXPORTS	INPORTS	and IMPORTS
		Total Cargo	Total Cargo	Grand Total
Year		Tons	Tons	Tons
1927		336,767	10.444	347,211
1928		367,313	5,942	373,255
1929		376,836	12,873	389,708
1930		395,340	36,270	431,610
1931	***************************************	420,544	13,465	434,009
1932		446,754	14,634	461,388
1933		657,879	20,699	678,578
1934		766,299	36,127	802,426
1935		710,939	29,264	740,203
1936		977,163	30,856	1,008,019
1937		868,026	25,442	893,468
1938		865,127	22,182	887,309
1939		1,051,207	20,465	1,071,672
1940		871,487	24,766	896,253
1941		336,969	11,407	348,376
1942		315,668	4,292	319,960
1943		443,446	Nil	443,446
1944		331,069	5,493	336,562
1945		615,962	6,823	622,785
1946		804,282	2,507	806,789
1947		1,052,447	6,054	1,058,501

## COMPARATIVE RECORD OF LOCAL COASTWISE EXPORTS AND IMPORTS, 1935 - 1947

Year		Total Cargo Outward Tons	Total Cargo Inward Tons	Grand Total Inward and Outward Tons
1935		2,230	711,684	713,914
1936		100,231	899,618	999,849
1937		109,614	862,243	971,857
1938	•	258,284	874,585	1,132,869
1939		265,444	936,200	1,201,644
1940		166,302	1,118,163	1,284,465
1941		375,858	1,266,461	1,642,319
1942		427,602	1,219,608	1,647,210
1943	***************************************	315,730	1,109,588	1,425,318
1944		304,627	1,096,353	1,400,980
1945	***************************************	313,541	1,021,414	1,334,955
1946	***************************************	475,947	1,032,756	1,508,703
1947	\$88\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$	462,922	1,153,864	1,616,786



BOOM OF LOGS BEING TOWED TO ONE OF THE MANY SAWMILLS ON THE FRASER RIVER.

# COMPARATIVE RECORD OF SHINGLE PRODUCTION ON THE LOWER FRASER RIVER, 1927 - 1947

Year	Production
1927	<b>Squares</b> 1,783,000
1928	1,961,000
1929	1,549,000
1930	1,158,000
1931	890,000
1932	972,000
1933	890,000
1934	825,000
1935	1,500,000
1936	1,500,000
1937	1,350,000
1938	1,375,000
1939	1,750,000
1940	1,750,000
1941	1,850,000
1942	1,700,000
1943	1,000,000
1944	1,075,000
1945	1,035,000
1946	1,200,000
1947	1,300,000

### NATIONALITY OF DEEP SEA VESSELS

1942 - 1947

	1942	1943	1944	1945	1946	1947
British	86	59	25	30	92	131
U.S.A	10	14	24	35	51	85
Japan	0	0	0	0	0	0
Norway	8	0	0	1	9	10
French	0	0	0	0	2	13
Danish	0	0	0	0	0	4
Swedish	3	3	2	1	7	8
German	0	0	0	0	0	0
Netherlands	0	0	0	1	14	15
Italian	0	0	0	0	0	0
Panama	1	0	2	2	5	2
Finnish	0	0	0	0	0	0
Jugo-Slav	0	0	0	0	0	0
Greek	0	0	0	0	2	4
Chinese	0	0	0	0	9	1
Canadian	0	10	60	100	91	79
Spanish	0	0	0	0	0	0
Hungarian	0	0	0	0	0	0
Philippines	0	0	0	0	0	2
Russian	1	0	0	6	3	0
Brazilian	0	0	1	0	0	0
Honduras	0	0	0	0	2	4
	109	86	114	176	287	358

# NEW WESTMINSTER DISTRICT PILOTAGE AUTHORITY

(Commissioners - W. Gifford, K. K. Reid, G. L. Cassady)

Secretary-Treasurer — F. P. Matheson

Assistant-Secretary - L. A. D. Battrum

Six Pilots are engaged by the Pilotage Authority at the present time and are listed below:

Capt. B. S. Potts

Capt. H. L. Gilley

Capt. J. F. Colbourne

Capt. J. G. Mayers

Capt. L. F. McQuarrie (Temporary Licence)

Capt. J. S. Dennis (Emergency Pilot)

#### PILOT STATION

1. A Pilotage Boarding Station is maintained within one mile seaward of the Sand Heads Lightship entrance to the Fraser River.

### PILOTAGE DUES

Authority, Chapter 2 of the By-laws of New Westminster Pilotage District, as follows:

- (a) No vessel shall be compelled to accept the services of a pilot within the Pilotage District but the payment of pilotage dues shall be compulsory for vessels of over two hundred and fifty (250) net registered tons except in case of the ships exempted under the provisions of the "Canada Shipping Act" and amendments thereto.
- (b) Notwithstanding anything herein contained no vessel shall be exempted on any ground whatever from liability to pay pilotage dues if such vessel voluntarily takes on board a pilot to pilot the vessel and any ship using other than the vessel's own signed-on officers as pilot must use those holding licences issued by the said Pilotage Authority.
- (c) Subject as hereinbefore provided pilotage dues shall be payable for any vessel entering into or clearing from the Pilotage District as follows:
  - (1) For any vessel under sail the sum of Two (\$2.00) Dollars per foot draught of water and one cent per net registered ton but shall not be less than the sum of Twenty-five (\$25.00) Dollars.

(2)For any vessel in tow of another vessel the sum of One (\$1.00) Dollar per foot draught and one cent per net registered ton but shall not be less than the sum of Twenty-five (\$25.00) Dollars.

(3)For any steam or motor vessel the sum of One (\$1.00) Dollar per foot draught and one cent per net registered ton but shall not be less than the sum of Twenty-five

(\$25.00) Dollars.

- (4)In addition to such dues as are hereinbefore provided, for any vessel entering into or clearing from that portion of the Pilotage District between the mouth of the Pitt River and Kanaka Creek an additional sum of Fifty cents (50c) per foot draught and one-half cent per net registered ton but shall not be less than the sum of Twenty-five (\$25.00) Dollars.
- In calculating pilotage dues any fraction of a foot not exceeding six inches shall be paid for as half a foot and a fraction of a foot exceeding six inches shall be paid for as a foot.

(d) For any vessel entering into the New Westminster Pilotage District except vessels exempted from payment of Pilotage dues under sub-section (a) of this By-law there shall be payable for pilot boat services the sum of Five (\$5.00) Dollars and for any vessel clearing from the New Westminster Pilotage District, subject as aforesaid, for pilot boat services the sum of Five (\$5.00) Dollars.

### 3. For the moving of a vessel:

- (a) From any point between the mouth of the Pitt River and Westminster Bridge to any point below said Westminster Bridge or from any point below said Westminster Bridge to any point west of the mouth of the Pitt River the sum of Twenty (\$20.00) Dollars and from or to any point east of the mouth of the Pitt River an additional sum of Fifteen (\$15.00) Dollars.
- (b) For any other moving the sum of Fifteen (\$15.00) Dollars.



# COMPARATIVE RECORD OF PILOTAGE RECEIPTS Fiscal Year April 1st to March 31st, 1921 to 1947 (Incl.)

		of Vessels	
Year		Were Paid	Receipts
1921		57	\$ 1,429.19
1922		81	3,515.63
1923		100	4,830.83
1924		127	10,134.58
1925		205	16,184.12
1926		196	18,603.44
1927		198	15,289.87
1928		205	20,674.13
1929		258	26,197.93
1930		304	31,877.97
1931		303	32,767.40
1932		318	33,481.14
1933		406	42,158.99
1934		462	48,181.62
1935		433	45,412.76
1936		510	53,517.79
1937		470	49,421.29
1938		479	49,412.73
1939		511	53,221.76
1940 .		333	28,481.36
1941		159	11,041.90
1942		109	14,061.46
1943		89	10,867.40
1944		114	15,549.02
1945	· ··· · · · · · · · · · · · · · · · ·	187	26,452.81
1946		311	39,473.08
1947		345	47,908.73

Information Supplied by the New Westminster Board of Trade

# THE CITY OF NEW WESTMINSTER

#### HISTORICAL

- 1808—Simon Fraser reached the Pacific Ocean via the Fraser River.
- 1858—Lt. Col. Moody, with a detachment of Royal Engineers, arrived on the Fraser River.
- 1859—January 28—Lt.-Col. Moody moved the capital of British Columbia to New Westminster, and on July 20th, 1859, Queen Victoria by Royal Proclamation, gave the City its present name. New Westminster remained the capital until the 25th day of May, 1868, when it was moved to Victoria.
- 1860—City of New Westminster incorporated, embodying in its coat-of-arms:

A Ship in Full Sail.

A Pine Tree.

A Plowshare.

A Salmon.

Representing at that time the primary industries of the City and District.

- 1863—First Public School built on Royal Avenue.
- 1864—First session of B. C. Legislative Council held in New Westminster.
- 1864—Export of B. C. Lumber inaugurated by the sailing vessel "Kinnaird," which carried 400,000 feet of Douglas Fir from the Fraser River to Australia.
- 1871—First salmon cannery built on the Fraser River packed 9000 cases.
- 1884—First High School on the Mainland established in New Westminster.
- 1898—Great fire; waterfront and business section of City destroyed, \$2,500,000 damage.
- 1899—Rebuilt bigger and better, with steady growth to present day.
- 1948-Now one of the most progressive seaports on the Pacific Coast.

#### NEW WESTMINSTER

From a small village in 1859 to British Columbia's second largest industrial city in 1948, New Westminster has experienced a steady growth of development over the years, and now stands on the threshold of her brightest and most prosperous era.

The tenacious spirit of her hardy pioneers is evidenced today by the ninety odd well-established manufacturing concerns operating to capacity in the City, shipping a multiplicity of diversified products to the four corners of the earth. The gross annual value of products, totalling in excess of \$45,000,000, speaks well for the businss ability of Royal City manufacturers.

New Westminster, in the early days, was renowned for her lumber and fishing industries. Today they are still in the fore, but secondary industries are making rapid advancement.

Lumber mills in the City have ambitious plans for the modernization and enlargement of present plants to meet the ever-increasing demand from export and domestic markets.

With the completion of fish ladders at Hell's Gate in the Fraser River Canyon, the salmon harvest will reach a potential value of approximately \$35,000,000, and canneries will enjoy a greatly increased production.

The general business outlook for New Westminster was never brighter than it is today. The Westminster Paper Co. Ltd., has recently doubled the productive capacity of its plant with the erection of a \$1,000,000 extension. One of our oldest established iron and Steel plants, the Westminster Iron Works Co. Ltd., has constructed larger premises making it one of the finest equipped plants of its kind on the Pacific Coast.

Also in the course of erection is an adhesive plant, The Ottawa Paint Works Ltd., branch of the American Marietta Company, which should expand and grow as more uses are found for the production of plywood.

The only fresh water port on the Canadian Pacific Coast, New Westminster's waterfront hums with activity. The Pacific Coast Terminals Co. Ltd., operating one of the most efficient terminals in Canada, is equipped with modern devices for unloading and loading of cargoes, and has excellent general cargo and cold storage facilities

The Fraser River Transport & Navigation Company, a new venture, is expected soon to commence operation of a gypsum plant which, combined with their existing business, should still further increase the flow of shipping to the port.

New Westminster has a good supply of labour, predominantly Anglo-Saxon descent, and labour turnover is low due to the fact that the majority of citizens are home-owners with a genuine interest in the welfare of their city.

The great hinterland of the Fraser Valley, gaining nation-wide prominence for its output of dairy products and small fruits, looks to New Westminster as its trading centre. A new Farmers' Market, replacing the old structure of many years' standing, provides an excellent outlet for the ever-increasing Fraser Valley products.

New Westminster is justly proud of the record her sons have gained on the field of battle, and is equally proud of the treatment these veterans have received since their return to the "home town."

A voluntary committee of public-spirited citizens was formed in 1944 to assist the veterans with their rehabilitation problems, and since that year they have given unstintingly of their time in this important work. In addition to finding employment and offering advice where needed, the committee undertook a vigorous campaign to provide veterans with urgently-needed building materials for home construction, with the result that approximately 600 city veterans have been able to build their own homes and are today happy and contented citizens.

On all sides of New Westminster may be seen magnificent snow-capped mountains, typifying the permanence and solidarity claimed for the City. It is no wonder the Royal City is known far and wide as an ideal place to live, work, and be happy. It successfully combines the industrial with the residential, the busy hum of productivity with the quiet charm of gardened homes. Truly, New Westminster is a city richly blessed.



#### STATISTICS:

The Corporation of the City owns a large portion of the waterfront on the main river which is leased to various industries; the electric light distribution system; the waterworks distribution system; the Fraser Valley Farmers' Market.

**Population:** New Westminster City, 33,000; Trading District, 80,000; Area, 4,394 acres.

Assessed Valuations: Land, 13,169,438, improvements, 32,803,998, both gross.

Churches: 25.

Hospitals: public, 2; private, 2.

Parks: 10, total acreage, 175 acres.

Schools: public 8; junior high, 2; high, 1; technical, 1; private, 3.

Telephones: a modern exchange of 7,760 telephones.

Amusements: theatres, 5; civic auditorium, seating capacity, 5,500. Up-to-date library.

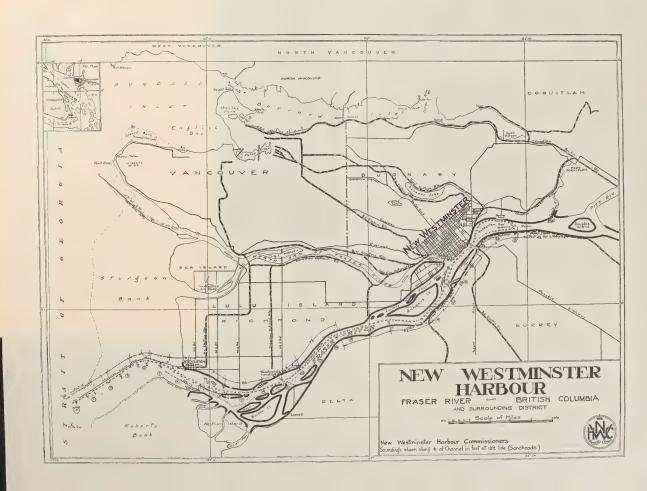
Cement Sidewalks: 70 miles.

Sewers: 76 miles.

Roads: 80 miles (70 miles hard surfaced).

New Westminster is located 23 miles inland from the Gulf of Georgia on the North Bank of the Fraser River. It is 21 miles by highway from the Canadian U.S.A. boundary at Blaine, and 12 miles from Vancouver, B. C.

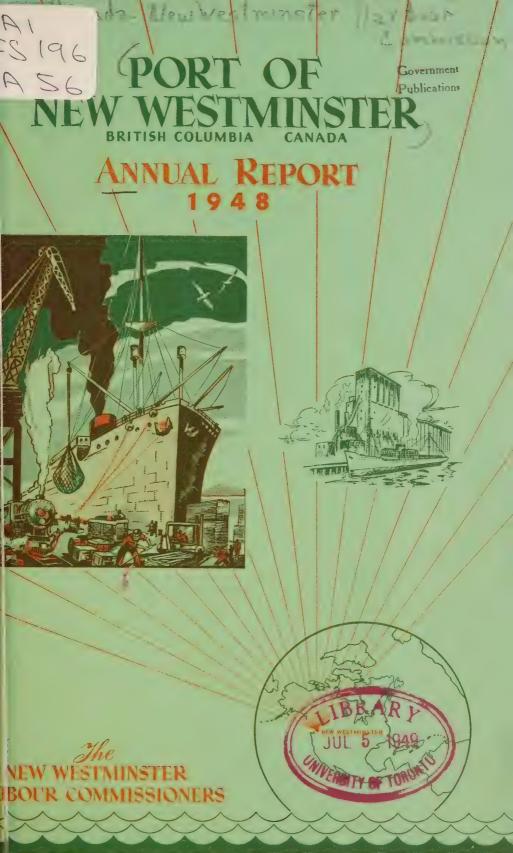














## ANNUAL REPORT

OF

# THE NEW WESTMINSTER HARBOUR COMMISSIONERS

FOR THE YEAR 1948



#### COMMISSIONERS

KILBURN K. REID, M.B.E., Chairman
WILLIAM GIFFORD
GEORGE L. CASSADY, K.C.

### OFFICIALS

H. E. GORDON, Secretary-Treasurer
CAPTAIN JOHN SCLATER, Harbour Master
W. G. SWAN, C.E., M.E.I.C., Consulting Engineer
MARION K. GRIFFIN, Statistician



THE HONOURABLE LIONEL CHEVRIER, K.C.

# The New Westminster Harbour Commissioners

15th March, 1949.

The Hon. Lionel Chevrier, K.C., Minister of Transport, Ottawa, Canada.

Sir:

A Report of Operations for the calendar year 1948 is herewith respectfully submitted.

Yours respectfully,

KILBURN K. REID, M.B.E.,
Chairman.

WILLIAM GIFFORD,

Commissioner.

GEORGE L. CASSADY, K.C., Commissioner.



Deep sea freighters M.S. "Pacific Enterprise" (British), and M.S. "Pacific Shipper" (British), loading at Pacific Coast Terminals.

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KILBURN K. REID, M.B.E.



WM GIFFORD



GEO. L. CASSADY. K.C.

MEMBERS
NEW WESTMINSTER
HARBOUR COMMISSION

# ANNUAL REPORT

1948

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### Foreword . . .

Curtailment of the United Kingdom market due to the dollar shortage, abnormal flood conditions in the Fraser River and a prolonged maritime strike on the Pacific Coast of the United States, which interrupted the normal flow of waterborne traffic, were factors which adversely effected deepsea trade and commerce in the Port of New Westminster for the year 1948.

Lack of purchasing power of the Sterling Areas for commodities manufactured in North America was responsible for the considerable decrease in lumber exported from this Port and largely accounted for the difference in tonnage exported in 1948 and the preceding year.

Constituting an all-time high for the Port, more than 200,000 tons of chemical fertilizer were exported in 1948, materially aiding in a worldwide program for the increase of agricultural products. Grain shipments remained steady.

Deepsea imports were the highest in the postwar period.

The ensuing pages contain details of operations and general information concerning the Port of New Westminster.



Lumber being lauded alongside ships berthed at Pacific Ceast Terminals

#### SHIPPING

Statement showing the total number of vessels, with net registered tonnage, arrived and departed during the calendar year 1948 with comparative figures for 1947:

#### (1) DEEPSEA OR OCEAN GOING:

Arrivals.

Arrivais:				
1948	No. of Ves 280	sels	Net. Reg. Tonnage 1,179,123	
1947	358		1,517,917	
<b>Departures:</b> 1948 1947	282 3 <b>6</b> 0		1,181,947 1,536,332	
(2) COASTAL:				
<b>Arrivals:</b> 1948			632,438 519,253	
<b>Departures:</b> 1948	2,232 2,056		609,282 5 <b>37,</b> 585	
(3) SUMMARY:				
Arrivals: Classification				
Deepsea or Ocean-going Coastal	280 2,311	2,591	1,179,123 632,438 1,811,56	51
Departures: Deepsea or Ocean-going Coastal	282 2,232	2,514	1,181,947 609,282 ———1,791,22	29
Grand Total		5,105	3,602,79	90

### CARGO TONNAGE

Statement showing the total quantity of water-borne cargo tonnage landed from and loaded on vessels, during the calendar year 1948 with comparison for 1947:

1 2 10 111111 001111			
Basis: Tons-	W. (2,000 I	bs.) or M.	
Classification	Inward	<b>Outward</b>	Total
FOREIGN	26,663	769,650	796,313
DOMESTIC	1,225,613	561,556	1,787,169
Total 1948	1,252,276	1,331,206	2,583,482
Total 1947	1,178,582	1,573,369	2,751,951

# PRINCIPAL DEEP-SEA EXPORTS 1947-1948.

COMMODITY	QUANTITY 1947 1948	
	1947	1948
Lumber, bd. ft.	386,309,295	244,057,248
Shingles, bdls	143,808	135,748
Fir Ties, bd. ft.	10,052,713	13,707,610
Box Shooks, cu, ft.		891,395
Plywood, sq. ft.		40,251,219
Woodpulp, tons		1,169
Bar Metal (lead, zinc, cadmium,		
white metal), tons	35,584	20,527
Sulphate of Ammonia, tons	73,401	90,664
Ammonium Phosphate, tons	55,819	31,992
Nitraprills, tons	69,638	94,653
Grain, bushels	3,207,858	3,108,200
Flour, tons	17,542	491
Canned Salmon, tons	1,978	564
Canned Herring, tons	7,169	2,972
Apples, boxes	130,100	192,137
Strawberries, bbls.	1,388	
Raspberries, bbls.	15,516	56
Eggs, cases	90,424	86,638
General, tons	8,551	4,008

# PRINCIPAL DEEP-SEA IMPORTS 1947-1948.

	1947	1948
Chrome Ore, tons		213
Cocoanut, tons		630
Pineapple Juice, cases	9,250	11,101
Rice, tons		7,369
Phosphate Rock, tons	5,615	3,497
Nuts (Brazil), tons	28	
General, tons	218	286
Zinc Concentrates, tons		10,774
Coffee, tons		274
Copra, tons		868
Tea, tons		74

## LOCAL COASTWISE CARGO TONNAGE

#### OUTWARD

	TONS	(2000 lbs.)
	1947	1948
Sand, Gravel and Rock	294,300	300,436
Gypsum	5,347	7,575
Hogfuel	58,000	65,000
C.N.R. Barge and Ferry Service		
(Cargo in Transit)	163,275	188,545
	520,922	561,556
INWARD		
	1947	1948
Cement	20,444	29,555
Clam Shells	2,108	1,383
Coal	29,513	23,352
Oil Products	13,029	18,554
Lime	1,883	2,100
Logs (approx.)	965,075	984,770
Miscellaneous	600	1,053
Woodpulp, tons	12,672	18,896
C.N.R. Barge and Ferry Service,		
(Cargo in Transit)	123,095	145,950

#### NOTE: FOREIGN COASTWISE

2,469 tons of fuel oil was imported from Seattle, U.S.A., during the year 1948.

1,168,419 1,225,613



Greek froighter SS, "'Helene Kulukundis!" completed and ready to sail from the Port with a full cargo of lumber (5,500,000 board feet), for South Africa. Over 1,100,000 board feet comprises her deck cargo.

### **EXPORTS BY COUNTRIES**

#### GREAT BRITAIN, DOMINIONS, AND POSSESSIONS

UNITED KINGDOM

Agricultural Products	Tons	
Eggs	2,644	
Flax	19	
Wheat	90,410	
Fish Products		
Canned Herring	7	
Canned Salmon	121	
Forest Products		
Box Shooks	8,671	
Broomhandles	85	
Cascara Bark Fir Ties	6,050	
Lumber	229,306	
Plywood	12,519	
Woodpulp	1,169	
Manufactured Products	,	
Battery Separators	420	
General	115	
Nitraprills	5,000	
Mineral Products		
Lead	3,920	
Zinc	672	
-		361,131
northern Ireland		
Forest Products	2.53	
Fir Ties	357	
Lumber	899 313	
Plywood	515	1,569
BRITISH WEST INDIES		1,507
Forest Products		
Lumber	987	
Plywood	53	
Shingles	36	
Manufactured Products		
Ammonium Phosphate	500	
General	12	
Nitraprills	690	
Paper (Toilet)	40	2,320
-		2,320

EXPORTS—(Continued)		
SOUTH AFRICA		
Fish Products Canned Herring Canned Salmon	101	
Forest Products  Broomhandles  Lumber  Plywood  Shingles	14 34,145 868 3,220	
Fruit Products Raspberries	11	
Manufactured Products Ammonium Phosphate	2,335 1	
Glue Nitraprills Oil (Linseed)	3,300 16	
Paper (Toilet) Sulphate of Ammonia	30 5,110	40.272
BRITISH EAST AFRICA		49,273
Forest Products Box Shooks	710	710
MALTA		710
Forest Products Lumber	921	921
INDIA		
Agricultural Products Wheat	2,240	
Fish Products Canned Salmon	3	
Forest Products Lumber	2,880	
Manufactured Products	4 502	
Ammonium Phosphate	4,502 1	
General Nitraprills	11 4,740	
Paper (Bags)	, 1 3,817	
Mineral Products		
Zinc	1,744	19,949
		17,717

EXPORTS—(Continued)		
Fruit Products Apples	<b>Tons</b> 149	
Mineral Proructs Sulphate of Ammonia	3,002	
Manufactured Products Zinc	50	3,201
AUSTRALIA		5,201
Forest Products  Box Shooks  Lumber  Plywood	2,984 21,554 25	
Manufactured Products Battery Separators General Sulphate of Ammonia	70 64 6,000	30,697
TASMANIA		30,091
Forest Products Box Shooks	134	134
NEW ZEALAND		
Forest Products  Box Shooks  Lumber  Plywood  Shingles	548 558 5 3	
Manufactured Products General	5	
Sulphate of Ammonia		2,369
FIJI ISLANDS		2,307
Forest Products  Box Shooks  Lumber	14 186	200
SAMOA ISLANDS		
Fish Products Canned Herring	40	
Manufactured Products Paper (Toilet)	1	41

#### EXPORTS---(Continued)

#### **EUROPE**

EIRE

Forest Products Lumber	Tons 60	
Plywood	91	151
BELGIUM Fish Products		
Canned Salmon	146	
Forest Products Lumber Plywood	851 533	
Manufactured Products General Glue	11	
Paper (Bags)	25	
Zinc	1,378	2,945
FRANCE		۷,۶۳۶
Forest Products  Lumber  Manufactured Products	255	
Ammonia Phosphate	460	
General Nitraprills	5 32,910	
Mineral Products Lead	1,473 4,560	20.662
HOLLAND		39,663
Agricultural Products Wheat	1,680	
Fish Products Canned Salmon	10	
Forest Products Lumber Plywood	3,776 1,024	
Manufactured Products  Battery Separators  General	46 23	
Mineral Products Zinc Lead	2,889 2,721	12,169

EXPORTS—(Continued)	CEDIAAN "A		
Mineral Products Zinc	GERMANY	Tons 1,120	1,120
SV	vitzerland		1,120
Agricultural Products Oats (Mixed Feed)		785	
Fish Products Canned Salmon		5	
Forest Products Lumber Plywood		132 14	
Manufactured Products General	<u> </u>	2	938
Fish Decdusts	ITALY		
Fish Products Canned Herring	······································	2,121	2,121
We to De Land	GREECE		
Fish Products  Canned Herring  Canned Salmon		703 158	
Forest Products Lumber		31	
Manufactured Products Sulphate of Ammonia		2,498	3,390
	AFRICA EGYPT		
Forest Products Lumber		893	
Manufactured Products Nitraprills	-	32,185	33,078

#### EXPORTS—(Continued)

## ASIA

	ASIA		
	ARABIA		
Forest Products  Box Shooks  Lumber  Plywood		Tons 1,224 7,619 98	
Manufactured Products  Doors  General		1 65	9,007
P/	ALEST'INE		
Forest Products  Lumber		398	398
	SYRIA		
Forest Products Lumber		338	338
	CHINA		
Agricultural Products Flour		300	
Fish Products  Herring (Dry Salt)		100 15	
Fir Ties Lumber		14,152 3,178	
Manufactured Products Ammonium Phosphate Battery Separators		2,500	
Glue Nitraprills		5,130	
Paper (Toilet )		6,570	31,959
E	ORMOSA		0.,,,,,,
Manufactured Products Nitraprills		7,000	7,000

#### EXPORTS—(Continued)

### NORTH, CENTRAL AND SOUTH AMERICA

UNITED STATES OF AMERICA

Forest Products	3 TATES OF AMERICA	
	49,626	49,626
NETHE	rlands west indies	17,020
	29	
Manufactured Products Paper (Toilet) Rope	6	45
F to D to a	BRAZIL	
Apples	3,782	3,782
	ARGENTINA	
Forest Products Lumber	1,067	
Manufactured Products Prefabricated Houses	374	1,441
	<b></b> ≈	,
HA\	AVIIVM ISLVMD2	

#### HAWAIIAN ISLANDS

Agricultural Products	
Eggs	9
Carrots	43
Cattle Feed	1,076
Flour	103
Onions	148
Potatoes	433
Forest Products	
Lumber	92
Plywood	647
Shingles	6,603
Trees (Christmas	66
Fruit Products	
Apples	127

EVI	DOD'	TS—	10-	. :	11
EAL	PUK	13-	Con	rınue	2 (1)

EXPORTS—(Continued)		
Manufactured Products Ammonium Phosphate General Nitraprills Peatmoss Salt Sulphate of Ammonia	11,575 227 1,000 32 118 50,714	73,013
PHILIPPINE ISLANDS		
Agricultural Products Flour	88	
Fruit Products Apples	263	
Manufactured Products Ammonium Phosphate	10,120	
Nitraprills Paper (bags)	200	
Sulphate of Ammonia	13,120	
Forest Products Plywood	71	22.064
		- 23,864
NETHERLAND EAST IND		
Plywood	6	
Sulphate of Ammonia	1,081	1,087
GRAND TOTAL	_	
	Armetic	
IMPORTS BY COUNTR	IES	
Champagne	10 37 22	
 HAWAIIAN ISLANDS		69
Pineapple Juice	2.09	

CENTRAL AMERICA   85	IMPORTS—(Continued)		
UNITED STATES OF AMERICA   Miscellaneous   27	Cocoanut	111	1.248
CEYLON  Cocoanut	Miscellaneous Phosphate Rock	27 3.497	·
Coffee         85           SOUTH AMERICA           Coffee         189           FRANCE         5           General         5           Liquor         12           Miscellaneous         17           Mushrooms         7           Plate Glass         48           Wine (red)         20           BELGIUM         11           Miscellaneous         11           Plate Glass         14           Tiles         15           CHINA         41           Miscellaneous         41           Tea         74           AUSTRALIA         115           Chrome Ore         213		250	250
Coffee         189           FRANCE           General         5           Liquor         12           Miscellaneous         17           Mushrooms         7           Plate Glass         48           Wine (red)         20           BELGIUM           Miscellaneous         11           Plate Glass         14           Tiles         15           CHINA         40           Miscellaneous         41           Tea         74           AUSTRALIA         115           Chrome Ore         213		85	85
General       5         Liquor       12         Miscellaneous       17         Mushrooms       7         Plate Glass       48         Wine (red)       20         BELGIUM         Miscellaneous       11         Plate Glass       14         Tiles       15         CHINA         Miscellaneous       41         Tea       74         AUSTRALIA       115         Chrome Ore       213		189	189
## Description of the image of	General Liquor Miscellaneous Mushrooms Plate Glass	12 17 7 48	
CHINA  Miscellaneous 41  Tea 74  AUSTRALIA  Chrome Ore 213	Miscellaneous BELGIUM Plate Glass	11	102
AUSTRALIA Chrome Ore	Miscellaneous		
		213	213
PERU Zinc Concentrates		10,774	10,774
GRAND TOTAL 24,194	GRAND TOTAL	-	24,194

# **FINANCIAL**

\*Ordinary Revenue Account for Year Ended December 31st, 1948

-						
12	ev	0	29	8.0	0	۰
11.0	C 7	c	8.8	ы	c	

Grain Elevator Rental\$	20,454.96
Water Lot Rentals	22,750.12
Harbour Dues	28,403.13
Bank and Bond Interest	46.75
Refund of Unemployment Insurance	
Payments	10.53
Total Revenue	 \$ 71,665.49

#### Expenditure:

T-1   F -	
Ice Breaking	396.00
Repairs and Renewals	4,790.77
(Elevator)	8,437.18
Debenture Interest and Exchange	
(Elevator)	26,241.85
Interest on Government Loans	
Administration\$	18,610.10

Total	Expenditur	e	 \$	58,475.90
NET	SURPLUS .		 \$	13,189.59



-Stride Studio, New Westminster.

S.S. "Pacific Star" (British) loading wheat for the United Kingdom and S.S. "Euryviades" (Honduran) waiting to load wheat for Palestine.

## GRAIN ELEVATOR

The Commissioners' Grain Elevator was leased to SEARLE GRAIN COMPANY LIMITED in September, 1933, since which time it has been continuously and very efficiently operated by this important company. A summary of results for the year follows with comparative figures for 1947:

	1947	1948
	Bushels	Bushels
Stocks in Store January 1st	366,325	244,043
Receipts	3,795,804	3,489,372
Shipments	3,918,086	3,432,298
Stocks in Store December 31st	244,043	301.117



AERIAL VIEW OF T



-B.C. GOVERNMENT PHOTOGRAPH.

# GENERAL DESCRIPTION OF NEW WESTMINSTER HARBOUR

**\$** 

The Harbour of New Westminster extends from a line drawn north and south, astronomically, to each shore of the Fraser river, from a point on the line of average high water mark, on the eastern end of Manson or Douglas Island, known as Point Sebastien and situate in the Fraser river at the mouth of the Pitt river; thence down stream extending on both sides to the line of average high water mark, to lines drawn across the outlets of the Fraser river into the Gulf of Georgia from point to point at low watermark on each of the points of land forming the said outlets, but not extending further northerly than a point equidistant between the most northerly points of the western shore of Lulu Island; and also includes the adjacent waters of the Gulf of Georgia, but does not include any portion of the North Arm of the Fraser river West of the westerly boundaries of the City of New Westminster.

With the exception of that portion of the Harbour situate below the easterly end of Tilbury Island (five miles below the City of New Westminster), the foreshore and bed of the river are vested in the Dominion Government and administered by the Harbour Commissioners to whom applications for water lot leases should be made. Below the easterly end of Tilbury Island the foreshore and bed of the river are under the jurisdiction of the Province of British Columbia.

Information supplied by Dominion Department of Public Works as of March, 1949.

## FRASER RIVER CHANNEL

The deepsea channel enters the mouth of the Fraser river at "Sandheads" and extends for a distance of 23 miles upstream to the Port of New Westminster.

The channel is maintained by the Dominion Public Works Department under the direction of Ken W. Morton, District Engineer, with offices at New Westminster.

The Public Works Department maintains the necessary depths in the channel by means of dredging operations; two Departmental dredges, pipe line dredge "King Edward," and sea-going, hopper dredge "Fruhling" being employed on the work with a total yearly capacity of materials moved of around 2,000,000 cubic yards; also as conditions warrant and the necessity arises, private hydraulic dredges are employed on the work by the Department under contract agreements.

The channel is maintained to a sufficient width to accommodate in-going and out-going traffic simultaneously.

The river is tidal with a tidal rise from low water to ordinary high water of 12 feet at the mouth of the river and a tidal rise of 5 feet at New Westminster. Depths maintained in the channel are such as to enable steamers with a draft of 27 feet at normal high water to safely enter and leave the port; the Department's program and aim being to finally establish a minimum depth of 30 feet at low water stage throughout the entire channel length, from the entrance of the river to above the Port of New Westminster.

# TWO SCENES OF DREDGING OPERATIONS IN THE FRASER



-Croton Photo, New Westminster.



-Croton Photo, New Westminster.

The Dominion Public Works Department has constructed numerous and very extensive training works, consisting or rock jettys, piled dykes, and rock bank protection, to direct and control the channel and stabilize the same. The chief works are the North Jetty, a rock mound structure approximately 5 miles long, extending from the mouth of the river to Steveston; the Albion piled jetty opposite Steveston; Steveston South rock mound jetty; Woodward's Training Wall and the Annieville piled dyke, situated about one mile down-stream from the dock areas in the harbour at the City of New Westminster.

In addition to the foregoing, the Department has just recently entered into a contract for the extension of the South Jetty for a distance of approximately 3 miles to the westward, the expenditure involved being approximately \$1,350,000.00.

An engineering office and survey party is maintained at Steveston by the Department for the sole purpose of Fraser river survey and river engineering study. The party is equipped with special modern survey type electronic echo sounders and other special equipment. The Port authority and other interested parties are furnished with reliable up-to-date charts and information regarding the channel.

In addition to the above, the Dominion Public Works Department has, as an aid to further river engineering study and future harbour improvements, initiated a program leading to the construction of a movable bed, hydraulic scale model of the estuary of the Fraser river from New Westminster to the Gulf of Georgia.

The Department also carries out dredging operations to a depth of 30 feet at low water, as required alongside the docks of Pacific Coast Terminals Ltd., the Searle Grain Elevator and at the dock of the Canadian Western Lumber Co., Fraser Mills.

The channel, for its entire length, has an efficient lighting and buoyage system for night and day navigation, established by the Department of Transport; the lights and buoys being maintained in an efficient manner by the Dominion Public Works Department.



Ederal Department of Public Works Dock now under construction

## PORT FACILITIES

#### PACIFIC COAST TERMINALS CO. LIMITED.

Main Dock: Berth A-B-C-D- (Quay Wharf plus Fish Berth; Length at face, 2,160 feet. Depth of water at face, 25 to 35 feet at low water. Width of dock, 60 feet to 150 feet. Provided with three lines of standard railway track for entire length with numerous crossovers. Flush type switch standards. Water services supplied at dock edge. Light and power supplied at dock edge (A.C. 110 volts and 220 volts "three phase"). Telephone services supplied at each berth. Dock is supported on cedar piling in fresh water, all timbers above piling are creosoted. Deck is 4-inch reinforced concrete tile type (7 ft. x 8 ft. blocks).

**Sheds:** Storage sheds are ample and well distributed along entire dock. Six (6) sheds provide a floor area of 123,571 sq. ft., as follows: Transit Shed No. 1—20,100 sq. ft., ins. ht. clear 18 ft.; reinforced concrete floor. Transit Shed No. 2—15,776 sq. ft., ins. ht. clear 22 ft.; reinforced concrete floor. Transit Shed No. 3—19,285 sq. ft., ins. ht. clear 16 ft.; concrete floor. Transit Shed No. 4—23,190 sq. ft., ins. ht. clear 16 ft., 5-inch wood floor. Transit Shed No. 5—16,620 sq. ft., ins. ht. clear 16 ft.; concrete floor. Transit Shed No. 6—28,800 sq. ft., ins. ht. clear 24 ft. Outside storage clear of trackage, 168,300 sq. ft. approx.

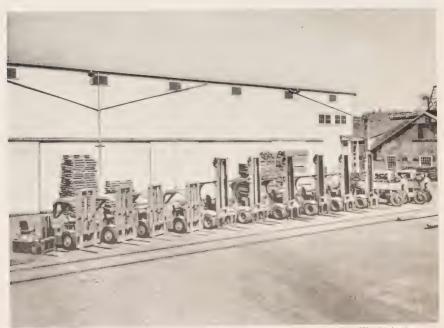
Locomotive Equipment: One (1) 80-ton straight connected American oil-burning steam locomotive 060 type. One (1) 40-ton saddle tank oil-burning steam locomotive 060 type. One (1) 65-ton Heisler logging type locomotive oil-burning steam 080 type. One (1) gasoline driven 9-ton switcher-pusher. One (1) 25-ton maximum capacity 50-ft. boom American Brownhoist Locomotive crane, oil burning steam driven.

Freight Handling Equipment: One (1) gasoline power driven lift truck, capacity 2000 lbs., one (1) gasoline power driven lift truck, capacity 4000 lbs., 15-inch centre of load, height of lift 9 ft. to bottom of top load. Five (5) gasoline power driven lift trucks 7,500 lbs. 24-inch centre of load, height of lift 11 ft. 6 inches to bottom of top load. Thirteen (13) gasoline power driven

Part of Pacific Coast Terminals Equipment



American locomotive switcher, type 0-6-0.



-Stride Studio, New Westminster

Hyster space saver lift trucks range in size from one (1) ton to seven and one-half (71/2) tons.

tractors. One hundred and twenty (120) dollies, capacity 7000 lbs. each. Two (2) trucks, one 2-ton and one 1-ton capacity. One (1) Gerlinger lumber carrier, 5-ton capacity. Three (3) Hyster lumber carriers, 6-ton capacity. Seven (7) Hyster Space Saver Lift Trucks, capacity  $7\frac{1}{2}$  tons each, height of lift 17 ft. 6 in.

**Cold Storage Plant Equipment:** Two (2) 150-ton capacity ammonia compressors. Sharp freezing chambers and quick freezing equipment. (a) Cold storage 5 degrees to 10 degrees F., 600,000 cu. ft. (b) Cool storage 28 degrees 32 degrees F., controlled humidity 600,000 cu. ft. (c) Ice plant 40 tons per 24 hours with storage for 1,000 tons. Ozone piped to all rooms, ventilating fan facilities in all cooler rooms.

Railway Yards: Capacity for 200 railway cars on 11 parallel tracks in yard. Direct connection with Canadian Pacific and Canadian National Railways. Great Northern Railway, Southern Pacific Railway, Northern Pacific Railway and B. C. Electric Railway have switching arrangements with the aforementioned railway companies.

**Subsidiary Dock:** In addition to the above, the Company has leased property one-half mile upstream having one (1) deep-sea berth and storage shed served by the Great Northern Railway with direct connection on landward side 150 ft. from dock edge. Shed space, 13,250 sq. ft. Equipment of main property available here with exception of railway equipment. This property is not fenced.

**Protection:** Entire property surrounded by 9-ft. steel chain link fence. Watchman on duty 24 hours per day, time-clock. Property and equipment provided with first-class fire protection, including 13 standard fire hydrants and ample  $2\frac{1}{2}$ -inch fire hose, numerous fire extinguishers, etc., provided.

#### CANADIAN WESTERN LUMBER COMPANY LIMITED

Fraser Mills: Length at dock face, 1,300 feet. Depth of water at face, 25 feet at low water. Trackage, total accommodation 200 cars. No waterside trackage. Lumber handling facilities, 13 lumber carriers. Two (2) large cranes, three (3) lumber stackers and one (1) cranemobile.

#### GYPSUM, LIME AND ALABASTINE, CANADA, LIMITED

**Dock At Liverpool** (**South Side Fraser River**): Length at face, 225 feet. Depth of water, 15 feet at low water. Plant and dock connected with elevated 24-inch conveyer belt for loading crushed gypsum rock into vessels; balance of approach used for transporting material by means of electric truck. Swing slip with counter balance to accommodate loading of covered scows.

#### SEARLE GRAIN COMPANY LIMITED (Fraser River Elevator)

Face at dock, 1,100 feet. Berthing accommodation, 3 vessels. Depth of water, 30 feet at low water. Trackage accommodation amply provided for. Delivery, 2 belts with total capacity of 30,000 bushels per hour. Six spouts. Storage capacity, 800,000 bushels. Grain storage shed 100 ft. x 66 ft., capacity, 2000 tons of sacked wheat. Three sewing machines fully equipped, can sack 1000 tons in 24 hours.

#### CANADA RICE MILLS LIMITED

**Dock Near Woodward's Landing (North Side Fraser River):** Length at face, 400 feet. Depth at low water, 30 feet. Warehouse with storage capacity approximately 12,000 tons. Electric light and water. C.N.R. tracks adjoin wharf.

#### OVERSEAS TRANSPORT CO. LTD.

Two Docks at City Proper, North Side Fraser River: No. 2 Dock: Length at face 500 feet. Berthing accommodation, I vessel. Depth of water, 27 feet at low water. Storage shed, 6,000 sq. ft., storage capacity 800 tons. Water, light and power supplied at dock edge. Telephone service. Double siding at warehouse connecting with C.P.R., C.N.R., G.N., and B.C. Electric. No. 3B Dock: Length at face 500 feet. Berthing accommodation, I vessel. Depth of water 34 feet at low water. Storage shed, 11,000 sq. ft., storage capacity, 2,500 tons. Served by Great Northern Railway. Water, light and power supplied. Telephone service.

## PORT CHARGES

The Following Rates Are In Force:

HARBOUR DUES: (By-law No. 84, approved Order-in-Council, P.C. 580, dated March 16th, 1932).

On vessels having a net registered tonnage over ten tons: Rate of two cents (2c) per net registered ton, payable on not more than five entries in any one calendar year.

On vessels having a net registered tonnage of ten tons or under: One Dollar (\$1.00) payable on not more than one entry in any one calendar year.

On vessels having no registered tonnage or when the registered tonnage is not available, rate of one and one-third cents  $(1\frac{1}{3}c)$  per gross ton, payable on not more than five entries in any one calendar year.

PILOTAGE: To or from Lightship at mouth of river, one cent (1c) per registered ton and one dollar (\$1.00) per foot draught. Minimum twenty-five dollars (\$25.00). For shifting from berth to berth, fifteen dollars (\$15.00) with an additional five dollars (\$5.00) where a shift requires passage through New Westminster Bridge. Pilot boat services for embarking or disembarking five dollars (\$5.00). Powerful tugs for berthing (occasionally required) are available at all times.

SICK MARINERS' DUES: A Dominion Government charge applicable to all ports, payable only once on any one continuous voyage, two cents (2c) per net registered ton, payable on any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 44, Part V).

BILL OF HEALTH: One dollar (\$1.00).

FUMIGATION: Cyanide Process, thirty five cents (35c) per 1,000 cubic feet.

PURE WATER: Fifteen cents (15c) per ton. Use of hose off dock, additional two dollars (\$2.00).

PORT WARDEN'S FEES: As established by the Council of the New Westminster Board of Trade and approved by Dominion Government Order-in-Council (P.C. No. 1120) of 19th March 1948,

which are the same fees that are in force at other British Columbia ports.

SHIPPING MASTER'S FEES: A Dominion Government charge applicable to all ports (See Canada Shipping Act, Chapter 186, Sec. 139).

LAUNCH AND LINE SERVICE: A Launch and Vessel's Line Service is maintained in the harbour at all times.

STEVEDORING: Stevedoring is handled entirely under private contract between ship's Agents and the Stevedores.

NO CHARGE OF ANY DESCRIPTION IS LEVIED ON CARGO by the Port Authority.

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NOTE: Terminal Docks being privately operated, rates for wharfage, storage, handling charges, etc., may be obtained from operating company.



## STEAMSHIP LINES

The undermentioned Lines have had sailings from this Port during the year 1948:

Anglo-Canadian Shipping Co. Ltd.

Alfred Holt & Co.

American Mail Line

Blue Star Line

Blue Funnel Line

Canada Shipping Co. Ltd.

Canadian Transport Co. Ltd.

Carpenter Line

Donaldson Line

Empire Shipping Co. Ltd.

East Asiatic Line

Fred Olsen Line

Fruit Express Line

Furness Pacific Line

Grace Line

Goulandris Shipping Co. Ltd.

Holland Amerika Line

Isthmian Line

Johnson Line

Kingsley Line

Klaveness Line

Knutsen Line

Kulukundis Shipping Co. Ltd.

Lauritzen Line

Moore McCormick Line

Matson Line

North Pacific Shipping Co. Ltd.

Royal Mail Line

Seaboard Shipping Co. Ltd.

Saguenay Terminals Ltd.

Silver Java Pacific Line

Stan Line

States Marine Line

Trans-Atlantic Line

Union Steamship Co. of New Zealand Ltd.

Webster Line

Westfal-Larsen Line

Western Canada Steamship Line

# COMPARATIVE RECORD OF SHIPPING

1921 — 1948

### DEEP SEA ARRIVAIS

	DEEP	SEA AKKIVALS	
Year	No. of Vessels	Net Tons	Gross Tons
1921	13	38,987	No Record
1922	35	100,321	No Record
1923	48	144,973	No Record
1924	100	333,138	525,069
1925	150	476,420	786,106
1926	175	579,167	926,046
1927	153	486,603	776,229
	198		1 004 622
1928		625,271	1,004,622
1929	248	827,762	1,312,031
1930	297	994,673	1,578,189
1931	301	1,052,865	1,690,634
1932	311	1,087,878	1,737,429
1933	409	1,454,842	2,343,276
1934	453	1,639,342	2,670,630
1935	434	1,575,535	2,575,350
1936	525	1,857,784	3,035,139
1937	450	1,611,168	2,655,235
1938	493	1,759,413	2,892,848
1939	509	1,774,318	2,922,843
1940	333	1,057,109	1,747,332
1941	156	432,351	720,989
1942	109	416,846	697,037
1943	86	363,056	608,778
1944	114		
	176	451,829	756,216
1945		718,765	1,199,418
1946	287	1,112,751	1,834,096
1947	358	1,517,917	2,486,023
1948	280	1,179,123	1,920,182
	COA	ST ARRIVALS	

	COASI	AKKIVALS	
Year	No. of Vessels	Net Tons	Gross Tons
1935	1,558	41,380	No Record
1936	1,646	50,104	No Record
1937	1,683	51,214	No Record
1938	1,692	52,405	No Record
1939	1,742	54,655	No Record
1940	2,735	523,033	No Record
1941	3,140	683,769	No Record
1942	2,873	700,585	No Record
1943	1,966	243,801	No Record
1944	2,534	616,958	No Record
1945	2,175	670,516	No Record
1946	2,021	560,196	No Record
1947	2,055	519,253	No Record
1948	2,311	632,438	No Record

# COMPARATIVE RECORD OF LUMBER PRODUCED AND SHIPPED BY MANUFACTURERS ON THE LOWER FRASER RIVER, 1923 - 1948

	uction Wat I Feet Board		Rail rd Feet ]	Local Board Feet
1923 290,00	00,000 78,60	0,000 168,0	000,000 4	13,200,000
	86,000 119,46	9,000 153,7	36,000 4	10,527,000
1925 417,95	52,785 171,45	9,665 176,7	87,793	52,386,550
1926 459,80	06,957 211,23	0,950 178,7	79,482 5	6,750,612
1927 491,16	53,000 212,04	5,613 196,4	51,199 5	55,620,559
1928 494,69	92,143 201,30	7,000 234,0	24,755 5	59,795,602
1929 520,53	88,698 247,19	0,233 199,8	63,278	8,206,674
1930 445,24	47,843 227,16	3,260 !51,7	78,294	74,394,630
1931 328,42	27,547 200,82	3,998 81,6	575,587	58,198,507
1932 318,68	87,465 206,13	1,114 64,4	194,173 4	19,794,546
1933 326,7	57,943 231,69	7,480 54,2	217,342	53,722,907
1934 373,55	59,738 252,75	4,935 63,5	73,133 5	52,406,347
1935 431,85	51,369 262,54	6,820 97,7	196,820	59,832,369
1936 630,18	80,425 <b>27</b> 4,39	3,766 122,9	98,968 10	7,625,755
1937 635,9	13,000 385,79	3,000 140,4	194,000 10	00,751,000
1938 665,10	00,000 380,90	4,000 151,3	362,000 13	32,834,000
1939 772,74	43,000 485,45	1,000 160,1	49,000 12	24,066,000
1940 799,09	90,000 438,20	0,000 204,4	137,000 15	54,545,000
1941 820,4	56,000 225,12	9,000 412,8	399,000 17	78,374,000
1942 755,9	72,000 193,38	0,000 403,6	584,000 18	39,431,000
1943 662,3	8 <mark>3,000 269,</mark> 08	1,000 239,4	134,000 14	17,961,000
1944 655,42	23,000 277,72	7,000 199,7	182,000 16	55,880,000
1945 626,69	92,000 280,50	6,000 165,7	112,000 17	75,235,000
1946 691,60	01,000 300,03	5,000 179,7	29,000 21	9,140,000
1947 906,29	98,000 410,41	3,000 279,0	90,000 24	14,085,000
1948 924,79	94,000 362,54	1,000 289,8	343,000 26	53,907,000

Below is given the destination of lumber exported (water-borne) from the Fraser River for the past seven years with the percentage for each country, viz.:

19	42	1943	1944	1945	1946	1947	1948
Australia 3	3%	10%	9%	13%	8%	5%	6%
California	Nil	Nil	Nil	2%	1%	1%	1%
Canadian Atlantic Coast	Nil	Nil	Nil	Nil	1%	Nil	Nil
Orient	Nil	Nil	Nil	Nil	6%	3%	1%
Other Countries 8	3%	Nil	8%	Nil	11%	19%	7%
South Africa 4	1%	8%	10%	7%	22%	7%	10%
United Kingdom 85	5%	82%	73%	78%	51%	65%	63%
U.S. Atlantic Coast	NiI	Nil	Nil	Nil	Nil	Nil	12%

# COMPARATIVE RECORD OF DEEP SEA EXPORTS AND IMPORTS, 1927-1948

	EXPORTS	IMPORTS	EXPORTS & IMPORTS
	Total Cargo	Total Cargo	Grand Total
Year	Tens	Tons	Tons
1927	336,767	10,444	347,211
1928	367,313	5,942	373,255
1929	376,836	12,873	389,708
1930	395,340	36,270	431,610
1931	420,544	13,465	434,009
1932	446,754	14,634	461,388
1933	657,879	20,699	678,578
1934	766,299	36,127	802,426
1935		29,264	740,203
1936		30,856	1,008,019
1937		25,442	893,468
1938		22,182	887,309
1939	1,051,207	20,465	1,071,672
1940	871, <del>4</del> 87	24,766	896,253
1941	/	11,407	348,376
1942		4,292	319,960
1943		Nil	443,446
1944		5,493	336,562
1945	- /	6,823	622,785
1946	/	2,507	806,789
1947	1 1	6,054	1,058,501
1948	769,650	24,194	793,844

# COMPARATIVE RECORD OF LOCAL COASTWISE EXPORTS AND IMPORTS, 1935 - 1948

	Total Cargo Outward		Grand Total Inward & Outward
Year	Tons	Tons	Tons
1935	2,230	711,684	713,914
1936	100,231	899,618	999,849
1937	109,614	862,243	971,857
1938	258,284	874,585	1,132,869
1939	265,444	936,200	1,201,644
1940	166,302	1,118,163	1,284,465
1941	375,858	1,266,461	1,642,319
1942	427,602	1,219,608	1,647,210
1943	315,730	1,109,588	1,425,318
1944	304,627	1,096,353	1,400,980
1945	313,541	1,021,414	1,334,955
1946	475,947	1,032,756	1,508,703
1947	462,922	1,153,864	1,616,786
1948	561,556	1,225,613	1,787,169

# COMPARATIVE RECORD OF SHINGLE PRODUCTION ON THE LOWER FRASER RIVER, 1927 - 1948

Year	Production
1007	Squares
1927	1,783,000
1928	1,961,000
1929	1,549,000
1930	1.158.000
1021	890,000
1932	972,000
1933	890,000
1934	825,000
1935	1,500,000
1936	1,500,000
1027	1,350,000
1020	
1938	1,375,000
1939	1,750,000
1940	1,750,000
1941	1.850.000
1942	1,700,000
1943	1,000,000
1044	
	1,075,000
1945	1,035,000
1946	1,200,000
1947	1,300;000
1948	1,200,000

# NATIONALITY OF DEEP SEA VESSELS 1943 - 1948

	1943	1944	1945	1946	1947	1948
British	59	25	30	92	131	89
U.S.A	14	24	35	51	85	61
Japan	0	0	0	0	0	0
Norway	0	0	1	9	10	20
French	0	. 0	0	2	13	20
Danish	0	0	0	0	4	5
Swedish	3	2	1	7	8	16
German	0	0	0	0	0	0
Netherlands	0	0	1	14	15	8
Italian	0	0	0	0	0	1
Panama	0	2	2	5	2	4
Finnish	0	0	0	0	0	0
Jugo-Slav	0	0	0	0	0	0
Greek	0	0	0	2	4	6
Chinese	0	0	0	9	1	0
Canadian	10	60	100	91	79	42
Spanish		0	0	0	0	0
Hungarian	0	0	0	0	0	0
Philippines	0	0	0	0	2	6
Russian	0	0	6	3	0	0
Brazilian	0	1	0	0	0	0
Honduras		0	0	2	4	1
Switzerland	0	0	0	0	0	1
	86	114	176	287	358	280

# THE NEW WESTMINSTER DISTRICT PILOTAGE AUTHORITY

Commissioners—W. Gifford, K. K. Reid, G. L. Cassady.

Secretary-Treasurer—F. P. Matheson.

Six Pilots are engaged by the Pilotage Authority at the present time and are listed below:

Capt. B. S. Potts

Capt. H. L. Gilley

Capt. J. F. Colbourne

Capt. J. G. Mayers

Capt. L. F. McQuarrie

Capt. J. S. Dennis (Emergency Pilot)

#### PILOT STATION

1. A Pilotage Boarding Station is maintained within one mile seaward of the Sand Heads Lightship entrance to the Fraser River.

#### PILOTAGE DUES

Authority, Chapter 2 of the By-laws of New Westminster Pilotage District, as follows:

- (a) No vessel shall be compelled to accept the services of a pilot within the Pilotage District, but the payment of politage dues shall be compulsory for vessels of over two hundred and fifty (250) net registered tons except in case of the ships exempted under the provisions of the "Canada Shipping Act" and amendments thereto.
- (b) Notwithstanding anything herein contained no vessel shall be exempted on any ground whatever from liability to pay pilotage dues if such vessel voluntarily takes on board a pilot to pilot the vessel and any ship using other than the vessel's own signed-on officers as pilot must use those holding licences issued by the said Pilotage Authority.
- (c) Subject as hereinbefore provided pilotage dues shall be payable for any vessel entering into or clearing from the Pilotage District as follows:
  - (1) For any vessel under sail the sum of Two (\$2.00) Dollars per foot draught of water and one cent per net registered ton but shall not be less than the sum of Twenty-five (\$25.00) Dollars.
  - (2) For any vessel in tow of another vessel the sum of One (\$1.00) Dollar per foot draught and one cent per net registered ton but shall not be less than the sum of Twenty-five (\$25.00) Dollars.
  - (3) For any steam or motor vessel the sum of One (\$1.00) Dollar per foot draught and one cent per net registered ton but shall not be less than the sum of Twenty-five (\$25.00) Dollars.
  - (4) In addition to such dues as are hereinbefore provided, for any vessel entering into or clearing from that portion of the Pilotage District between the mouth of the Pitt River and Kanaka Creek an additional sum of Fifty Cents (50c) per foot draught and one-half cent per net registered ton but shall not be less than the sum of Twenty-five (\$25.00) Dollars.
  - (5) In calculating pilotage dues any fraction of a foot not exceeding six inches shall be paid for as half a foot and a fraction of a foot exceeding six inches shall be paid for as a foot.
- (d) For any vessel entering into the New Westminster Pilotage District except vessels exempted from payment of Pilotage dues

under sub-section (a) of this By-law there shall be payable for pilot boat service the sum of Five (\$5.00) Dollars and for any vessel clearing from the New Westminster Pilotage District, subject as aforesaid, for pilot boat services the sum of Five (\$5.00) Dollars.

- 3. For the moving of a vessel:
- (a) From any point between the mouth of the Pitt River and Westminster Bridge to any point below said Westminster Bridge or from any point below said Westminster Bridge to any point west of the mouth of the Pitt River the sum of Twenty (\$20.00) Dollars and from or to any point east of the mouth of the Pitt River an additional sum of Fifteen (\$15.00) Dollars.
  - (b) For any other moving the sum of Fifteen (\$15.00) Dollars.

#### COMPARATIVE RECORD OF PILOTAGE RECEIPTS

Fiscal Year April 1st to March 31st, 1921 to 1948 (Incl.).

		No. of Vessels on which	
Year		Dues Were Paid	Receipts
1921		57	\$ 1,429.19
1922		0.1	3,515.63
1923		100	4,830.83
1924		127	10,134.58
1925		305	16,184.12
1926		100	18,603.44
		100	15,289.87
1927		205	20,674.13
1928			
1929			26,197.93
1930			31,877.97
1931			32,767.40
1932	***************************************		33,481.14
1933			42,158.99
1934			48,181.62
1935			45,412.76
1936			53,517.79
1937			49,421.29
1938		479	49,412.73
1939		511	53,221.76
1940		333	28,481.36
1941		159	11,041.90
1942		109	14,061.46
1943		89	10,867.40
1944		114	15,549.02
1945		107	26,452.81
1946		211	39,473.08
1947		2.45	47,908.73
1948		205	41,096.23

Information Supplied by the New Westminster Board of Trade.

#### THE CITY OF NEW WESTMINSTER

#### HISTORICAL

- 1808—Simon Fraser reached the Pacific Ocean via the Fraser River.
- 1858—Lt.-Col. Moody, with a detachment of Royal Engineers, arrived on the Fraser River.
- 1859—January 28, Lt.-Col. Moody moved the capital of British Columbia to New Westminster, and on July 20th, 1859, Queen Victoria, by Proclamation, gave the City its present name. New Westminster remained the capital until the 25th day of May, 1868, when it was moved to Victoria.
- 1860—City of New Westminster incorporated, embodying in its coat-of-arms:
  - A Ship in Full Sail.
  - A Pine Tree.
  - A Plowshare.
  - A Salmon.

Representing at that time the primary industries of the City and District.

- 1863—First Public School built on Royal Avenue.
- 1864—Export of B. C. Lumber inaugurated by the sailing vessel minster.
- 1864—Export of B. C. Lumber inaugurated by the seiling vessel "Kinnaird," which carried 400,000 feet of Douglas fir from the Fraser River to Australia.
- 1871—First salmon cannery built on the Fraser River packed 9000 cases.
- 1884—First High School on the Mainland established in New Westminster.
- 1898—Great Fire; waterfront and business section of City destroyed, \$2,500,000 damage.
- 1899—Rebuilt bigger and better, with steady growth to present day.
- 1948—Now one of the most progressive seaports on the Pacific Coast.

#### NEW WESTMINSTER

From a small village in 1859 to British Columbia's second largest industrial city in 1949, New Westminster has experienced a steady growth of development over the years, and now stands on the threshold of its brightest and most prosperous era.

Today more than ninety manufacturing concerns are located in and around the city, the gross value of their products exceeding \$50,000,000. New Westminster is renowned as Western Canada's great fresh water deepsea port, and the foregoing report of its activities as such will suffice to prove the expansion of activity in the port over recent years, and should also be an indication of the bright future wich lies ahead.

New Westminster, also known as the "Royal City" by virtue of the fact that it was named by Queen Victoria in 1859, has a very healthy labour market. Due to its popularity as an ideal residential area, the growth in population over the past ten years has been marked. The population has grown within the city limits from 22,000 in 1938 to over 33,000 in 1948, and it is estimated that New Westminster now serves a marketing population of approximately 150,000.

New Westminster fits admirably well into the picture of industrial development with its ice-free freshwater port, its railway and highway facilities, its strategic location on one of Canada's mightiest waterways, and its ideal climatic conditions which permit year-round operaton of its industries. A great many of the products already being manufactured in the Royal City are well known to world market.

New Westminster is well known for her lumbering and fishing industries, but many other industries have been established in recent years. Through the efforts of the Industrial and Foreign Trade Bureau of the New Westminster Board of Trade still more industries are being encouraged to settle in the area.

New Westminster is the marketing and distributing centre of the rich Fraser Valley. Stretching from the lower end of the Fraser Canyon at Hope a distance of one hundred miles to the mouth of the Fraser River is a strip of highly fertile land approximately thirty miles in width. In this famous Fraser Valley area are grown the finest small fruits and vegetable crops that can be found anywhere. Its modern dairy farms supply the large metropolitan areas of the lower mainland of British Columbia.

The Royal City is in the centre of the most diversified recreational section in Western Canada. Located close by are large salt water bathing beaches, sport fishing streams, mountain parks for hiking, climbing and ski-ing, and adjacent to the city is one of the sportiest and most beautiful golf courses in Canada. Apart from this may be found ample facilities for tennis, riding, boating and other recreational pastimes. The Queen's Park Sports Arena is the home of the famous Salmonbelly and Adanac lacrosse teams, and the "Royals" Hockey Club.

Those who are interested in settling in New Westminster will find a successful combination of quiet residential charm and a solid foundation of successful and progressive commercial and industrial enterprise which ensures a bright and prosperous future.

#### STATISTICS:

THE CORPORATION OF THE CITY owns a large portion of the waterfront on the main river which is leased to various industries; the electric light distribution system; the waterworks distribution system; the Fraser Valley Farmers' Market.

POPULATION: New Westminster City, 33,000; Trading District, 150,000. City area, 4,394 acres.

CHURCHES: Twenty-five.

HOSPITALS: Public, 2; private, 2.

PARKS: Ten. Total acreage, 175 acres.

SCHOOLS: Public, 8; junior high, 2; high, 1; technical, 1; private, 3.

TELEPHONES: A modern exchange of approximately 10,000 telephones.

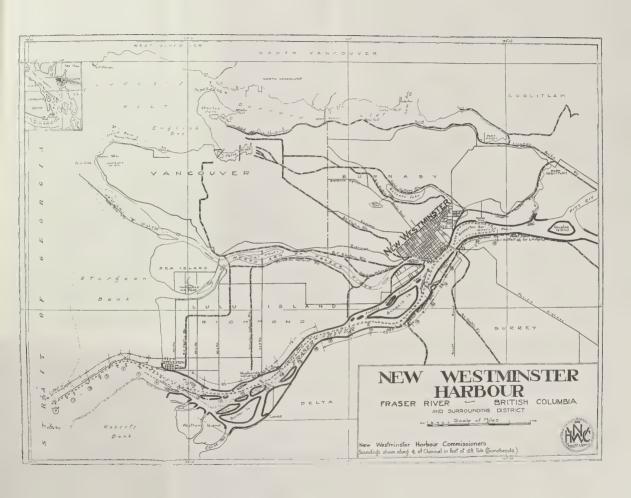
AMUSEMENTS: Theatres, 5; Civic Arena, seating capacity, 5,500. Up-to-date library.

CEMENT SIDEWALKS: Seventy miles.

SEWERS: Seventy-six miles.

ROADS: Eight miles 70 miles hard surfaced).

New Westminster is located 23 miles inland from the Gulf of Georgia on the North Bank of the Fraser River. It is 21 miles by highway from the Canadian-U.S.A. boundary at Blaine, and 12 miles from Vancouver, B.C.









# DRT OF NEW WESTMINSTER BRITISH COLUMBIA, CANADA August 1949







### Annual Report

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### THE NEW WESTMINSTER HARBOUR COMMISSIONERS

For the Year 1949



#### COMMISSIONERS

KILBURN K. REID, M.B.E., Chairman
WILLIAM GIFFORD
GEORGE L. CASSADY, K.C.

#### OFFICIALS

H. E. GORDON, Secretary-Treasurer
CAPTAIN JOHN E. CLAYTON, Harbour Master
W. G. SWAN, C.E., M.E.I.C., Consulting Engineer
MARION K. GRIFFIN, Statistician



THE HONOURABLE LIONEL CHEVRIER, K.C. MINISTER OF TRANSPORT

### THE NEW WESTMINSTER HARBOUR COMMISSIONERS

15th April, 1950.

The Hon. Lionel Chevrier, K.C.,
Minister of Transport,
Ottawa, Canada.

Sir:

A Report of Operations for the calendar year 1949 is herewith respectfully submitted.

Yours respectfully,

KILBURN K. REID, Chairman.

WILLIAM GIFFORD, Commissioner.

GEORGE L. CASSADY, Commissioner.



Vessels from left to right. M.S. "Northern Lights," M.S. "Gradville", M.S. "Thor P., M.S. "Vingnes", and M.S. "Durango". AN AERIAL VIEW OF PACIFIC COAST TERMINALS CO. LTD.

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KILBURN K. REID, M.B.E. CHAIRMAN



O

WM. GIFFORD



10

GEO. L. CASSADY, K.C.

MEMBERS NEW WESTMINSTER HARBOUR COMMISSION

## Annual Report



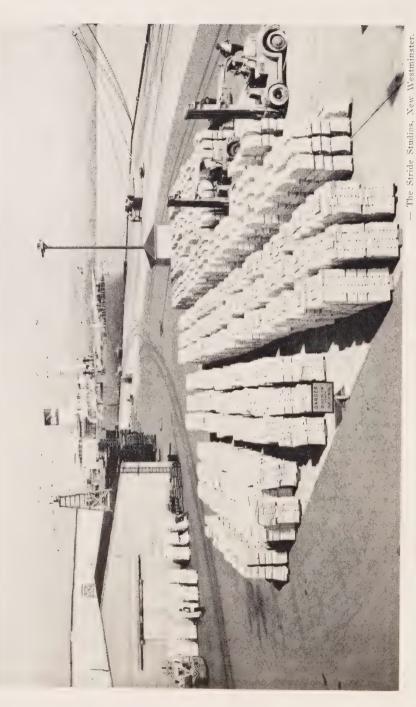
#### FOREWORD . . .

A marked increase in deep-sea shipping and export trade for the Port of New Westminster during the year 1949 was experienced with 338 ships arriving compared with 280 ships in 1948.

There was an export tonnage increase of 66,936 tons over 1948. The export of 4,725,830 bushels of grain was the largest in the history of the Port. Chemical fertilizers remained steady. Other gains were shown in lead, zinc, canned salmon, raspberries, apples and paper.

Deep-sea imports of 47,278 tons hit a record figure over previous years, this being mostly due to the importing of 27,411 tons of ore and concentrates for smelting purposes. Other record figures were shown in rice and pineapple juice.

Details of Port operations and other general information will be found in the following pages.



BERTH "C" AND "D" MAIN DOCK, PACIFIC COAST TERMINALS LOADING BAR METAL FOR UNITED KINGDOM

#### **SHIPPING**

Statement showing the total number of vessels, with net registered tonnage, arrived and departed during the calendar year 1949 with comparative figures for 1948:

#### (1) DEEP-SEA OR OCEAN-GOING:

Arrivals				
Year	No. of Ves	ssels	Net Reg. Tonn	age
1949	338		1,382,141	
1948	280		1,179,123	
Departures				
1949	339		1,393,266	
1948	282		1,181,947	
(2) COASTAL:				
Arrivals				
1949	2,188		584,913	
1948			632,438	
Departures				
1949			566,287	
1948	2,232		609,282	
(3) SUMMARY:				
Arrivals				
Classification				
Deep-sea or Ocean-going	338		1,382,141	
Coastal	2,188		584,913	
		2,526		1,967,054
Departures				
Deep-sea or Ocean-going			1,393,266	
Coastal	2,140		566,287	
		2,479		1,959,553
Grand Total		5,005		3,926,607
	-			

#### CARGO TONNAGE

Statement showing the total quantity of water-borne cargo tonnage landed from and loaded on vessels, during the calendar year 1949 with comparison for 1948:

Т	ons (2,000 lbs.)		
Classification	Inward	Outward	Total
FOREIGN	47.278	836,586	883,864
DOMESTIC	1,256,797	600,840	1,857,637
Total 1949	1,304,075	1,437,426	2,741,501
Total 1948	1,252,276	1,331,206	2,583,482

#### PRINCIPAL DEEP-SEA EXPORTS

1948 - 1949

COMMODITY	QUAN	NTITY
	1948	1949
Lumber, bd. ft.	244,057,248	255.622.585
Shingles, bdls.	135,748	70,525
Fir Ties, bd. ft.	13,707,610	6,393,081
Box Shooks, cu. ft.	891,395	61,147
Plywood, sq. ft.	40,251,219	14,065,015
Woodpulp, tons	1,169	2,954
Bar Metal, (lead, zinc, cadmium,		
white metal), tons	20,527	50,729
Sulphate of Ammonia, tons	90,664	106,096
Ammonium Phosphate, tons	31,992	51,157
Nitraprills, tons	94,653	59,777
Grain, bushels	3,108,200	4,725,830
Flour, tons	491	629
Canned Salmon, tons	564	1,886
Canned Herring, tons	2,972	82
Apples, boxes	192,137	428,011
Strawberries, bbls.	_	907
Raspberries, bbls.	56	8,965
Meats, (assorted), tons	_	1,653
Eggs, cases	86,638	68,499
General, tons	4,008	2,644

#### PRINCIPAL DEEP-SEA IMPORTS

1948 - 1949

	1948	1949
Ore, tons	213	7,686
Cocoanut, tons	630	
Pineapple Juice, cases	11,101	62,129
Pineapple, cases		880
Rice, tons	7,369	14,306
Phosphate Rock, tons	3,497	3,009
General, tons	286	952
Concentrates, tons	10,774	19,725
Coffee, tons	274	5
Copra, tons	868	
Tea, tons	74	
Logs, (Mahogany), bd. ft.	distributed.	169,500

#### LOCAL COASTWISE CARGO TONNAGE

OUTWARD	TONS	(2,000 lbs.)
	1948	1949
Sand, Gravel and Rock	300,436	337,641
Gypsum	7,575	13,573
Hogfuel	65,000	95,136
C.N.R. Barge and Ferry Service		
(Cargo in Transit)	188,545	154,490
	561,556	600,840
INWARD		
	1948	1949
Cement	29,555	29,605
Clam and Oyster Shells	1,383	3,406
Coal	23,352	25,099
Oil Products	18,554	13,166
Lime	2,100	800
Logs (approx.)	984,770	1,032,315
Miscellaneous	1,053	1,750
Woodpulp	18,896	7,816
C.N.R. Barge and Ferry Service		
(Cargo in Transit)	145,950	142,840
	1,225,613	1,256,797

#### NOTE: FOREIGN COASTWISE

3,989 tons of woodpulp and 1,587 tons of oyster shells were imported from Washington, U.S.A.



loaded on any ship to sail from S. "DURANGO" completing her loading of 241,690 boxes of apples for United Kingdom. This was the largest shipment loaded on any ship to sail from British Columbia of the 1,750,000 boxes of B. C. apples donated to Great Britain by the B. C. Fruit Growers' Association. 16,400 TON (Displacement Tonnage) BRITISH 30-PASSENGER FREIGHTER

#### EXPORTS BY COUNTRIES

#### GREAT BRITAIN AND COMMONWEALTH

UNITED KINGDOM		
Agricultural Products	Tons	
Eggs	1,917 153	
Peas (dried)	30	
Wheat	136,944	
Animal Products Cattle Feed	2	
Fish Products		
Canned Salmon	1,603	
Forest Products		
Fir Ties	6,052	
Lumber	149,167	
Plywood	6,309	
Woodpulp	2,954	
Fruit Products		
Apples	9,896	
Raspherries	900	
Manufactured Products		
Battery Separators	245	
Miscellaneous	32	
Mineral Products		
Cadmium	7	
Lead Zinc	22,553 20,916	
Ziiic	20,910	359,680
BRITISH WEST INDIES		,
Fish Products		
Canned Herring	33	
Canned Salmon	20	
Forest Products		
Box Shooks	302	
Broomhandles	15	
Hardboard	33 940	
Lumber Plywood	22	
Poles (fir)	4	
Shingles	1,060	

#### EXPORTS—(Continued)

#### BRITISH WEST INDIES—(Continued)

Manufactured Products	Tons	
Battery Separators Honey Barrels Paper (toilet) Rope Whiskey	1 28 38 2	
		2,499
Fish Products		
Canned Herring	13	
Forest Products		
Lumber	26,078 405 346	
Manufactured Products	0.0	
Battery Separators	23 1	26.966
BRITISH EAST AFRICA		26,866
Forest Products	747	
Box Shooks		747
Forest Products		
Fir TiesLumber	3,476 75	
Manufactured Products		
Animonium Phosphate Battery Separators Nitraprills Sulphate of Animonia	3,700 50 2,920 3,804	
Mineral Products	0,000	
Zinc	1,667	15.692
STRAITS SETTLEMENT		
Manufactured Products		
Miscellaneous		6

EXPORTS—(Continued)		
AUSTRALIA		
Fish Products	Tons	
Canned Salmon	86	
Forest Products		
Lumber	35,582	
Manufactured Products		
	608	
Ammonium Phosphate	20	
General	5	
Miscellaneous Whiskey	4	
Willskey		36,306
TASMANIA Manufactured Products		,
General	60	
General		60
NEW ZEALAND		
Forest Products	(705	
Lumber	6,705	
Manufactured Products		
Paper (toilet)	196	
Paper (towels)	27 1.466	
- Surpliace of Antinoma	1,100	8,394
COOK ISLANDS Forest Products		
Lumber	27	
		27
FRIENDLY ISLANDS Forest Products		
Lumber	545	
		545
FIJI ISLANDS Forest Products		
Box Shooks	8	
Lumber	1,946	
Shingles	6	
Manufactured Products		
Miscellaneous	28	
-		1,988

#### EXPORTS—(Continued) SAMOA ISLANDS Fish Products Tons Canned Salmon ..... 11 Forest Products Lumber ..... 393 Manufactured Products General ..... 17 Miscellaneous ..... Oil (linseed) 1 Paper (bags) 5 Paper (newsprint) 6 Paper (wrapping) 6 447 BAHREIN ISLAND Forest Products Lumber ..... 59 Manufactured Products Miscellaneous . .... 6 65 EUROPE EIRE Fruit Products Greengages .... ...... 11 Raspberries ....... 860 163 1.034 BELGIUM Fish Products Canned Salmon ..... 10 Forest Products Lumber Lumber ..... Plywood ..... 60 70 Manufactured Products Miscellaneous ..... -1 150

EXPORTS—(Continued)			
Manufactured Products Nitraprills	FRANCE	<b>Tons</b> . 24,370	
Agricultural Products Wheat	HOLLAND	3,394	26,067
Forest Products  Lumber		. 28	
Mineral Products  Lead		. 795	4,217
Animal Products Cattle Feed	DENMARK	1,005	,,
Manufactured Products	SWEDEN		3,213
Manufactured Products	NORWAY		41
	SWITZERLAND	2	2
Forest Products Lumber		. 75	75

#### EXPORTS—(Continued)

#### AFRICA

EGYPT		
Agricultural Products	Tons	
Flour	246	
Forest Products		
Lumber	3,450	
Manufactured Products		
Ammonium Phosphate	8,933	
Nitraprills	9,182 1	
		21,812
ASIA		
Forest Products		
Fir Ties	62	
Laths	8	
Lumber	6,064 7	
Poles (cedar)	32	
Shingles	1	C 171
_		6.174
PALESTINE PACESTINE		6,174
Agricultural Products	2 270	6,174
Agricultural Products Wheat	2,270	6,1/4
Agricultural Products Wheat Forest Products		6,1/4
Agricultural Products Wheat  Forest Products Lumber	825	6,1/4
Agricultural Products Wheat  Forest Products Lumber Plywood		3,132
Agricultural Products Wheat  Forest Products Lumber	825	
Agricultural Products Wheat  Forest Products Lumber Plywood	825	
Agricultural Products Wheat  Forest Products Lumber Plywood  IRAN  Forest Products Lumber	825 37	
Agricultural Products  Wheat  Forest Products  Lumber  Plywood  IRAN  Forest Products  Lumber  Manufactured Products	825 37 202	
Agricultural Products  Wheat  Forest Products  Lumber  Plywood  IRAN  Forest Products  Lumber  Manufactured Products  Miscellaneous	825 37 202	
Agricultural Products  Wheat  Forest Products  Lumber  Plywood  IRAN  Forest Products  Lumber  Manufactured Products	825 37 202	3,132
Agricultural Products Wheat  Forest Products Lumber Plywood  IRAN  Forest Products Lumber  Manufactured Products Miscellaneous  CHINA	825 37 202	3,132
Agricultural Products  Wheat  Forest Products  Lumber  Plywood  IRAN  Forest Products  Lumber  Manufactured Products  Miscellaneous  CHINA  Animal Products	825 37 202	3,132
Agricultural Products Wheat  Forest Products Lumber Plywood  IRAN  Forest Products Lumber  Manufactured Products Miscellaneous  CHINA  Animal Products Cattle Feed	825 37 202	3,132

#### EXPORTS—(Continued)

#### CHINA—(Continued)

Forest Products	Tons	
Logs (aspen)	20	
Lumber Plywood	2,089 22	
	22	
Manufactured Products		
Ammonium PhosphateNitraprills	4,331 1,240	
Sulphate of Ammonia	12,396	
Whiskey	40	
Mineral Products		
Zinc	200	20.265
KOREA		20,365
Manufactured Products		
Miscellaneous Nitraprills	1 7,840	
Sulphate of Ammonia	500	0.044
FORMOSA		8,341
Manufactured Products		
Nitraprills Sulphate of Ammonia	150 27,410	
Mineral Products		
Zinc	100	07.660
		27,660
NORTH, CENTRAL AND SOUTH AMERICA		
UNITED STATES OF AMERICA Animal Products		
Cattle Feed	20	
Forest Products		
Laths	11	
LumberPlywood	128,635	
Manufactured Products		
Sodium B-Sulphate	4	
Sugar (granulated)	50	128,723
		,

EXPORTS—(Continued)		
Agricultural Products	<b>GUATEMALA, C.A. Tons</b> 50	
Manufactured Products Barley Malt	55	105
Forest Products	PANAMA	105
Broomhandles	5 1,306	1,311
NETHE	CRLANDS WEST INDIES	
Agricultural Products Peas (canned)	10	
Fish Products Canned Salmon	20	
Forest Products		
Flooring Lumber	1 26 138 56	
Manufactured Products		
	3 13	267
A	COLOMBIA	207
Agricultural Products Wheat		
Fish Products Canned Salmon	1	
Manufactured Products		
	ge	3.043
	PERU	CTU,G
Forest Products Lumber		2,414

EXPORTS—(Continued)		
Forest Products	TD.	
Lumber	Tons 78	
-		78
Forest Products		
Lumber	49	
FRENCH GUIANA		49
Manufactured Products		
Whiskey	375	
BRAZIL		375
Manufactured Products		
Rope	1	
Mineral Products		
Lead	935	
Zinc	160	1,096
VENEZUELA Fish Products		
Canned Salmon	2	
Forest Products	_	
Lumber	1.503	
Manufactured Products	1,000	
Miscellaneous	3	
Oil (linseed)	9	
Paper (toilet)	5	1,522
HAWAIIAN ISLANDS		
Agricultural Products  Eggs	47	
Cheese	47 1	
Animal Products		
Fow1	17	
Meats (assorted)	1,653	
Fish Products		
Canned Salmon	6	

11

14,725

349

EXPORTS—(Continued)		
HAWAIIAN ISLANDS—(Continued Forest Products	·	
Laths	Tons 75	
Lumber	11.087	
Shakes	20	
Shingles	90	
Manufactured Products		
Ammonium Phosphate	20,450	
Miscellaneous	3	
Nitraprills	12,870	
Peatmoss	230 80	
Sulphate of Ammonia	41,225	
Whiskey		
		87,856
PHILIPPINE ISLANDS		
Agricultural Products	100	
Flour	180	
Fish Products		
Canned Salmon	6	
Forest Products		
Hardboard	62	
Lumber	81	
Manufactured Products		
Ammonium Phosphate	10,135	
Nitraprills	1,205	
Sulphate of Ammonia	4,590	
Whiskey	-1	16.263
NETHERLANDS EAST INDIES		10,203
Manufactured Products		
Sulphate of Ammonia	14.705	
General	9	
O'1 (1' 1)	4.4	

#### 

Oil (linseed)

EXPORTS—(Continued)  NEW CALEDONIA  Fish Products  Canned Salmon	Tons	
Forest Products  Lumber	668	
Manufactured Products General	1	
		671
Fish Products		
Canned Salmon	108	
Forest Products		
Lumber	1,757	
Plywood	12	
Manufactured Products		
Battery Separators	22	
General	18	
Oil (linseed)	3	
Rope	7	
Whiskey	-	1,931
Grand Total		836,586



#### IMPORTS BY COUNTRIES

HAWAIIAN ISLANDS	_	
Coffee	Tons 5	
	1,237	
Pineapple (canned)		
	_ ·	1,259
JAPAN		
General	12	
		12
PHILIPPINE ISLANDS		
Logs (Mahogany)	339	220
		339
UNITED STATES OF AMERICA		
Pineapple and Orange Juice	11	
Phosphate Rock	3,001	
Rice	14,306	17,318
		17,010
ENGLAND	939	
General	939	939
NEW CALEDONIA		
Concentrates	1,083	
Ore	1,732	
		2,815
PERU		
Concentrates	18,642	
Ore	5,954	0.1.70
		24,596
Grand Total		47,278

#### **FINANCIAL**

### Ordinary Revenue Account for Year Ended December 31st, 1949.

#### Revenue:

Grain Elevator Rental	\$ 25,136.49	
Water Lot Rentals	24,747.37	
Harbour Dues	32,372.25	
Bank and Bond Interest	115.34	
Total Revenue		\$ 82,371.45

#### Expenditure:

Administration	\$ 18,896.89	
Interest on Government Loans (Elevator)	30,440.26	
Redemption of Debenture Principal (Elevator)	3,500.00	
Repairs and Renewals	545.40	
Total Expenditures		\$ 53,382.55
		\$ 28,988.90
Provision for Doubtful Accounts		628.70
NET PROFIT		\$ 28,360.20



S.S. "KEDROS" (British) loading wheat and lumber for United Kingdom and S.S. "SHAHIN" (Panama) loading wheat for United Kingdom.

#### GRAIN ELEVATOR

The Commissioners' Grain Elevator was leased to SEARLE GRAIN COMPANY LIMITED in September, 1933, since which time it has been continuously and very efficiently operated by this important company. A summary of results for the year follows with comparative figures for 1948:

	1948 Bushels	1949 Bushels
Stocks in Store January 1st	244,043	301,117
Receipts	3,489,372	5,344,388
Shipments	3,432,298	5,003,943
Stocks in Store December 31st	301,117	641,562

# GENERAL DESCRIPTION

OF

### NEW WESTMINSTER HARBOUR



The Harbour of New Westminster extends from a line drawn north and south, astronomically, to each shore of the Fraser River, from a point on the line of average high water mark, on the eastern end of Manson or Douglas Island, known as Point Sebastien and situate in the Fraser River at the mouth of the Pitt River, thence down stream extending on both sides to the line of average high water mark, to lines drawn across the outlets of the Fraser River into the Gulf of Georgia from point to point at low water mark on each of the points of land forming the said outlets, but not extending further northerly than a point equidistant between the most northerly points of the western shore of Lulu Island; and also includes the adjacent waters of the Gulf of Georgia, but does not include any portion of the North Arm of the Fraser River west of the Westerly boundaries of the City of New Westminster.

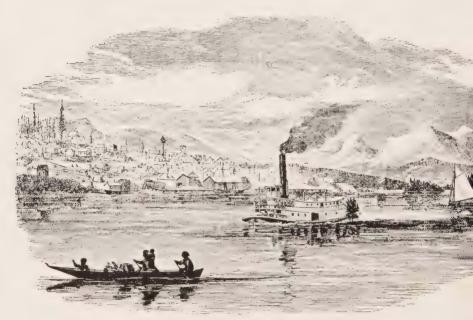
With the exception of that portion of the Harbour situate below the Easterly end of Tilbury Island (five miles below the City of New Westminster), the foreshore and bed of the river are vested in the Dominion Government and administered by the Harbour Commissioners to whom applications for water lot leases should be made. Below the Easterly end of Tilbury Island the foreshore and bed of the river are under the jurisdiction of the Province of British Columbia.



# The Port of

1859 Yesterday

Founded by the Royal Engineers in 1859 and named by Queen Victoria first capital of British Columbia destroyed by fire in 1898 — rebuilt and within a few years the foundations of modern New Westminster were commenced.



A sketch showing New Westminster in its earliest days, with sternwheeler, sailboand Indian canoe on the river and wooden buildings forming the growing town.

# Westminster



ARS

Ranking among Canada's great seaports (in volume of exports) New Westminster is one of the fastest growing ports. Now the leading lumber manufacturing centre of British Columbia. Industrialists and engineers agree New Westminster is destined to be one of the great industrial centres of British Columbia.



- The Stride Studios, New Westminster.

A group of fast modern motorships crowding the Pacific Coast Terminals docks.

#### FRASER RIVER CHANNEL

Information supplied by Dominion Department of Public Works as of March 1950.

The deep-sea channel enters the Fraser River from The Strait of Georgia at the "Sandheads" just north of the 49th parallel on longitude 123° 20′ and extends generally eastward for a distance of 21 miles upstream to the Port of New Westminster. A lightship is stationed at the mouth of the river.

The ship channel is maintained by the British Columbia-Yukon District of the Federal Public Works Department under the direction of Mr. Ken W. Morton, District Engineer, with offices in the Federal Building, New Westminster, B. C.

Necessary channel and berth depths are maintained by control works and dredging operations, the Departmental pipe line suction dredge, "King Edward," and sea-going hopper suction dredge, "Fruhling," being employed on this work with a total yearly capacity of about 2,000,000 cubic yards. Contract dredges are also used, as the necessity arises, to maintain depths.

The channel is of sufficient width to accommodate ingoing and outgoing traffic simultaneously.

The river is tidal for 60 miles upstream with a rise of low water to ordinary high water of 12 feet at its mouth and of 5 feet at New Westminster. Extreme high tides may reach a height of 16 feet at the mouth, and, during the exceptionally high flood levels in 1948, reached a height of 12.2 feet above low water at New Westminster.

Maintained depths in the ship channel are such as to enable steamers with draughts of 28 feet to operate on the tides. Future development of the channel aims at a minimum depth throughout the ship channel of 30 feet at low water to the Port of New Westminster.

Many control works have been completed and more are contemplated. Over the Sandheads, the channel is controlled by a rock north jetty, five miles long. To the south, the rock south jetty — 8,000 ft. long — forms part of the control to the south, augmented by Albion Island pile dyke. A contract has now been made to extend this south control 14,000 feet long at a cost of \$1,300,000.00 extending around the curve of Buoy 16. Construction has been commenced and completion is expected in 1952.

In the same vicinity, but within the control of the natural banks, there are Woodward's Training Wall, several groins, and Woodward's Dam 9 miles up river. There are no further control works until approaching New Westminster. On Annieville Channel, a dyke has been built on the right bank to aid in preserving the depths, and above the Port at Fraser Mills, another dyke divides the main flow of the channel into the Port Mann and Sapperton Reaches.

A branch office is maintained by the Department at Steveston for the sole purpose of surveys and engineering studies. The survey party is equipped with special modern equipment including echo sounders. The Port Authority, Pilots, and other interested parties are furnished with up-to-date charts and information relating to the channel.

In addition, the Department instigated studies for channel improvement by means of models, and a moveable bed model has been built on the University of British Columbia campus and will be in operation in 1950.

Thirty feet at low water depths are maintained alongside the deep-sea docks — Pacific Coast Terminals, Searle Grain Elevator, and Canadian Western Lumber Company's Fraser Mills. City wharves have depths over 30 feet at low water.

The river channel, for its entire length, is efficiently marked by buoys, lights and ranges for day or night navigation, established by the Department of Transport and maintained by the Department of Public Works.



Vessels loading at "C" and "D" borths, main dock, S.S. "Loch Garth" (British) loading lumber and bar metal for United Kingdom and M.S. "Hoegh Trader" (Norwegian) loading fertilizer for India. PACIFIC COAST TERMINALS CO. LIMITED

### PORT FACILITIES

### PACIFIC COAST TERMINALS CO. LIMITED

Main Dock: Berth A-B-C-D (Quay Wharf) plus Fish Berth; Length at face 2,160 feet. Depth of water at face, 25 to 35 feet at low water. Width of dock, 60 feet to 150 feet. Provided with three lines of standard railway track for entire length with numerous crossovers. Flush type switch standards. Water services supplied at dock edge. Light and power supplied at dock edge (A.C. 110 volts and 220 volts "three phase"). Telephone services supplied at each berth. Dock is supported on cedar piling in fresh water, all timbers above piling are creosoted. Deck is 4-inch reinforced concrete tile type (7 ft. x 8 ft. blocks).

**Sheds:** Storage sheds are ample and well distributed along entire dock. Six (6) sheds provide a floor area of 123,571 sq. ft., as follows: Transit Shed No. 1—20,100 sq. ft., Ins. Ht. clear 18 ft.; reinforced concrete floor. Transit Shed No. 2—15,776 sq. ft., Ins. Ht. clear 22 ft.; reinforced concrete floor. Transit Shed No. 3—19,285 sq. ft., Ins. Ht. clear 16 ft., concrete floor. Transit Shed No. 4—23,190 sq. ft., Ins. Ht. clear 16 ft., 5-inch wood floor. Transit Shed No. 5—16,620 sq. ft., Ins. Ht. clear 16 ft., concrete floor. Transit Shed No. 6—28,800 sq. ft., Ins. Ht., clear 24 ft. Outside storage clear of trackage, 168,300 sq. ft. approx.

Locomotive Equipment: One (1) 80-ton straight connected American oil-burning steam locomotive 060 type. One (1) 40-ton saddle tank oil-burning steam locomotive 060 type. One (1) 65-ton Heisler logging type locomotive oil-burning steam 080 type. One (1) gasoline driven 9-ton switcher-pusher. One (1) 25-ton maximum capacity 50-ft boom American Brownhoist Locomotive crane, oil-burning steam driven.

Freight Handling Equipment: One (1) gasoline power driven lift truck, capacity 2000 lbs. One (1) gasoline power driven lift truck, capacity 4000 lbs., 15-inch centre of load, height of lift 9 ft to bottom of top load. Five (5) gasoline power driven lift trucks 7,500 lbs., 24-inch centre of load, height of lift 11 ft 6 inches to bottom of top load. Thirteen (13) gasoline power driven tractors. One hundred and twenty (120) dollies, capacity 7000 lbs. each. Two (2) trucks, one 2-ton and one 1-ton capacity. One (1) Gerlinger lumber carrier, 5-ton

capacity. Three (3) Hyster lumber carriers, 6-ton capacity. Seven (7) Hyster Space Saver Lift Trucks, capacity  $7\frac{1}{2}$  tons each, height of lift 17 ft. 6 in.

Cold Storage Plant Equipment: Two (2) 150-ton capacity ammonia compressors. Sharp freezing chambers and quick freezing equipment. (a) Cold storage 5 degrees to 10 degrees F., 600,000 cu. ft. (b) Cool storage 28 degrees to 32 degrees F., controlled humidity, 600,000 cu. ft. (c) Ice plant 40 tons per 24 hours with storage for 1,000 tons. Ozone piped to all rooms, ventilating fan facilities in all cooler rooms.

Railway Yards: Capacity for 200 railway cars on 11 parallel tracks in yard. Direct connection with Canadian Pacific and Canadian National Railways. Great Northern Railway, Southern Pacific Railway, Northern Pacific Railway and B. C. Electric Railway have switching arrangements with the aforementioned railway companies.

**Protection:** Entire property surrounded by 9-ft. steel chain link fence. Watchmen on duty 24 hours per day, time-clock. Property and equipment provided with first-class fire protection including 13 standard fire hydrants and ample  $2\frac{1}{2}$ -inch fire hose, numerous fire extinguishers, etc., provided.

**Subsidiary Dock:** In addition to the above, the Company has leased property one-half mile upstream having one (1) deep-sea berth and storage shed served by the Great Northern Railway with direct connection on landward side 150 ft. from dock edge. Shed space, 13,250 sq. ft. Equipment of main property available here with exception of railway equipment. This property is not fenced.

### CANADIAN WESTERN LUMBER COMPANY LIMITED

Fraser Mills: Length at dock face, 1,300 feet. Depth of water at face, 25 feet at low water. Trackage, total accommodation 200 cars. No waterside trackage. Lumber handling facilities, 13 lumber carriers. Two (2) large cranes, three (3) lumber stackers and one (1) cranemobile.

### GYPSUM, LIME AND ALABASTINE, CANADA, LIMITED

Dock at Liverpool (south side Fraser River): Length at face, 225 feet. Depth of water, 15 feet at low water. Plant and dock connected with elevated 24-inch conveyor belt for loading crushed

gypsum rock into vessels; balance of approach used for transporting material by means of electric truck. Swing slip with counter balance to accommodate loading of covered scows.

### SEARLE GRAIN COMPANY LIMITED (Fraser River Elevator)

Face at dock, 1,100 feet. Berthing accommodation, 3 vessels. Depth of water, 30 feet at low water. Trackage accommodation amply provided for. Delivery, 2 belts with total capacity of 30,000 bushels per hour. Six spouts. Storage capacity, 800,000 bushels. Grain storage shed  $165 \times 66$  ft., capacity, 2000 tons of sacked wheat. One sewing machine fully equipped, can sack 300 tons in 24 hours.

### CANADA RICE MILLS LIMITED

Dock near Woodward's Landing (north side Fraser River): Length at face, 400 feet. Depth at low water, 30 feet. Warehouse with storage capacity approximately 12,000 tons. Electric light and water. C.N.R. tracks adjoin wharf.

### OVERSEAS TRANSPORT CO. LTD.

Two docks at City proper, north side Fraser River: No. 2 Dock: Length at face 500 feet. Berthing accommodation, 1 vessel. Depth of water, 27 feet at low water. Storage shed, 6,000 sq. ft., storage capacity 800 tons. Water, light and power supplied at dock edge. Telephone service. Double siding at warehouse connecting with C.P.R., C.N.R., G.N. and B. C. Electric. No. 3B Dock: Length at face 500 feet. Berthing accommodation, 1 vessel. Depth of water 34 feet at low water. Storage shed, 11,000 sq. ft., storage capacity, 2,500 tons. Served by Great Northern Railway. Water, light and power supplied. Telephone service.



## PORT CHARGES

The Following Rates Are In Force:

**Harbour Dues:** (By-law No. 84, approved by Order-in-Council, P.C. 580, dated March 16th, 1932.)

On vessels having a net registered tonnage over ten tons: Rate of two cents (2c) per net registered ton, payable on not more than five entries in any one calendar year.

On vessels having a net registered tonnage of ten tons or under: One Dollar (\$1.00) payable on not more than one entry in any one calendar year.

On vessels having no registered tonnage or when the registered tonnage is not available, rate of one and one-third cents  $(1\,1/3c)$  per gross ton, payable on not more than five entries in any one calendar year.

Pilotage: To or from Lightship at mouth of river, one cent (1c) per registered ton and one dollar (\$1.00) per foot draught. Minimum twenty-five dollars (\$25.00). For shifting from berth to berth, fifteen dollars (\$15.00) with an additional five dollars (\$5.00) where a shift requires passage through New Westminster Bridge. Pilot boat services for embarking or disembarking five dollars (\$5.00). Powerful tugs for berthing (occasionally required) are available at all times.

**Sick Mariners' Dues:** A Dominion Government charge applicable to all ports, payable only once on any one continuous voyage, two cents (2c) per net registered ton, payable on any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 44, Part V.)

Bill of Health: One Dollar (\$1.00).

**Fumigation:** Cyanide Process, thirty-five cents (35c) per 1,000 cubic feet.

**Pure Water:** Fifteen cents (15c) per ton. Use of hose off dock, additional two dollars (\$2.00).

**Port Wardens' Fees:** As established by the Council of the New Westminster Board of Trade and approved by Dominion Government Order-in-Council (P.C. No. 1120) of 19th March, 1948, which are the same fees that are in force at other British Columbia ports.

**Shipping Masters' Fees:** A Dominion Government charge applicable to all ports. (See Canada Shipping Act, Chapter 186, Sec. 139.)

Launch and Line Service: A Launch and Vessel's Line Service is maintained in the harbour at all times.

**Stevedoring:** Stevedoring is handled entirely under private contract between ship's Agents and the Stevedores.

NO CHARGE OF ANY DESCRIPTION IS LEVIED ON CARGO by the Port Authority.

NOTE: Terminal Docks being privately operated, rates for wharfage, storage, handling charges, etc., may be obtained from operating company.





Destroyer H.M.C.S. "CRESCENT" and Frigate H.M.C.S. "ANTIGONISH" arriving in the harbour.

## STEAMSHIP LINES

The undermentioned Lines have had sailings from this Port during the year 1949:

Anglo-Canadian Shipping Co. Ltd.

Alfred Holt & Co.

American Mail Line

Blue Star Line

Blue Funnel Line

Canada Shipping Co. Ltd.

Canadian Transport Co. Ltd.

Carpenter Line

China Union Line Ltd.

Donaldson Line

Empire Shipping Co. Ltd.

East Asiatic Line

Fred Olsen Line

Fruit Express Line

Furness Pacific Line

Grace Line

Goulandris Shipping Co. Ltd.

Holland Amerika Line

Isthmian Line

Johnson Line

Kingsley Line

Klaveness Line

Knutsen Line

Kulukundis Shipping Co. Ltd.

Lauritzen Line

Moore McCormick Line

Matson Line

National Italian Lines

North Pacific Shipping Co. Ltd.

Royal Mail Line

Seaboard Shipping Co. Ltd.

Saguenay Terminals Ltd.

Silver Java Pacific Line

Skaugen-Salen Line

Stan Line

States Marine Line

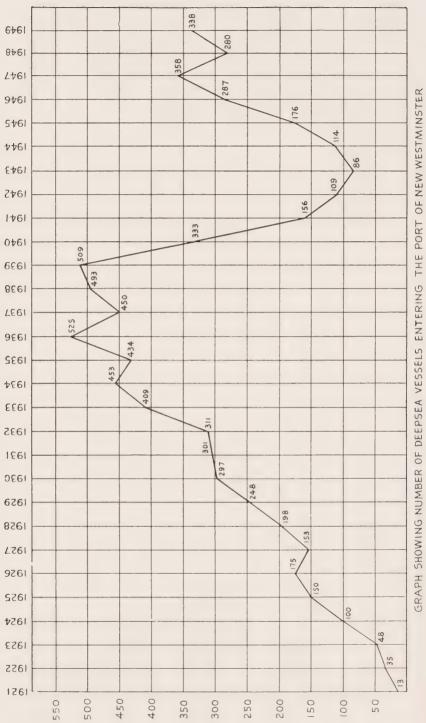
Trans-Atlantic Line

Union Steamship Co. of New Zealand Ltd.

Webster Line

Westfal-Larsen Line

Western Canada Steamship Line



DURING THE YEARS 1921 TO 1949 INCLUSIVE

# COMPARATIVE RECORD OF SHIPPING

1921 — 1949

### DEEP-SEA ARRIVALS

Year	N	o. of Vessels	Net Tons	Gross Tons
1921	**********	13	38,987	No Record
1922	***************************************	35	100,321	No Record
1923		48	144,973	No Record
1924		100	333,138	525,069
1925		150	476,420	786,106
1926		175	579,167	926,046
1927		153	486,603	776,229
1928		198	625,271	1,004,622
1929		248	827,762	1,312,031
1930		297	994,673	1,578,189
1931		301	1,052,865	1,690,634
1932		311	1,087,878	1,737,429
1933		409	1,454,842	2,343,276
1934	•••••	453	1,639,342	2,670,630
1935		434	1,575,535	2,575,350
1936		525	1,857,784	3,035,139
1937		450	1,611,168	2,655,235
1938		493	1,759,413	2,892,848
1939		509	1,774,318	2,922,843
1940		333	1,057,109	1,747,332
1941		156	432,351	720,989
1942	***************************************	109	416,846	697,037
1943		86	363,056	608,778
1944	***************************************	114	451,829	756,216
1945	*****	176	718,765	1,199,418
1946		287	1.112,751	1,834,096
1947	***************************************	358	1,517,917	2,486,023
1948		280	1,179,123	1,920,182
1949		338	1,382,141	2,243,266

### COMPARATIVE RECORD OF SHIPPING

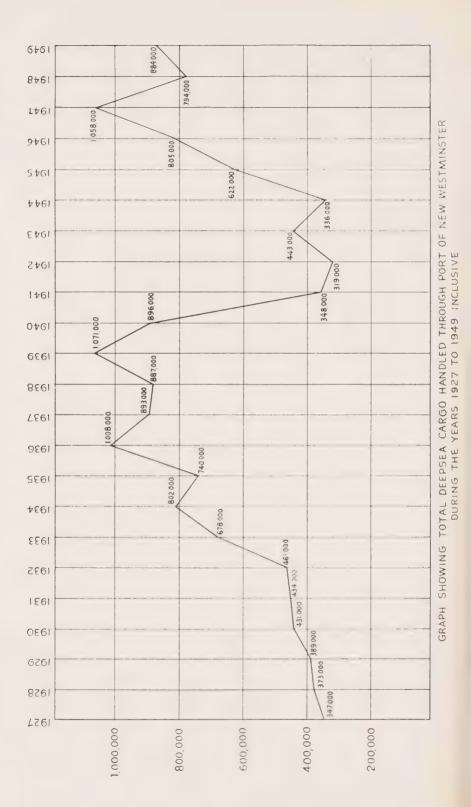
1935 — 1949

### COAST ARRIVALS

Year	No. of Vessels	Net Tons	Gross Tons
1935	1,558	41,380	No Record
1936	1,646	50,104	No Record
1937	1,683	51,214	No Record
1938	1,692	52,405	No Record
1939	1,742	54,655	No Record
1940	2,735	523,033	No Record
1941	3,140	683,769	No Record
1942	2,873	700,585	No Record
1943	. 1,966	243,801	No Record
1944	2,534	616,958	No Record
1945	2,175	670,516	No Record
1946	2.021	560,196	No Record
1947	2,055	519.253	No Record
1948	2,311	632,438	No Record
1949	2,188	584,913	No Record

# COMPARATIVE RECORD OF LUMBER PRODUCED AND SHIPPED BY MANUFACTURERS ON THE LOWER FRASER RIVER 1923 — 1949

Year	Production Board Feet	Water Board Feet	Rail Board Feet	Local Board Feet
1923	290,000,000	78,600,000	168,000,000	43,200,000
1924	322,086,000	119,469,000	153,736,000	40,527,000
1925	417,952,785	171,459,665	176,787,793	62,386,550
1926	459,806,957	211,230,950	178,779,482	56,750,612
1927	491,163,000	212,045,613	196,451,199	55,620,559
1928	494,692,143	201,307,000	234,024,755	59,795,602
1929	520,538,698	247,190,233	199,863,278	68,206,674
1930	445,247,843	227,163,260	151,778,294	74,394,630
1931	328,427,547	200,823,998	81,675,587	58,198,507
1932	318,687,465	206,131,114	64,494,173	49,794,546
1933	326,757,943	231,697,480	54,217,342	53,722,907
1934	373,559,738	252,754,935	63,573,133	52,406,347
1935	431,851,369	262,546,820	97,796,820	69,832,369
1936	630,180,425	274,393,766	122,998,968	107,625,755
1937 .	635,913,000	385,793,000	140,494,000	100,751,000
1938	665,100,000	380,904,000	151,362,000	132,834,000
1939	772,743,000	485,451,000	160,149,000	124,066,000
1940	799,090,000	438,200,000	204,437,000	154,545,000
1941	820,456,000	225,129,000	412,899,000	178,374,000
1942	755,972,000	193,380,000	403,684,000	189,431,000
1943	662,383,000	269,081,000	239,434,000	147,961,000
1944	655,423,000	277,727,000	199,782,000	166,880,000
1945	626,692,000	280,506,000	165,712,000	175,235,000
1946	691,601,000	300,035,000	179,729,000	219,140,000
1947	906,298,000	410,413,000	279,090,000	244,085,000
1948	924,794,000	362,541,000	289,843,000	263,907,000
1949	969,442,000	391,980,000	350,122,000	274,227,000



Below is given the destination of lumber exported (water-borne) from the Fraser River for the past seven years with the percentage for each country, viz:

	1943	1944	1945	1946	1947	1948	1949
Australia	10%	9%	13%	8%	5%	6%	9%
California	Nil	Nil	2%	1%	1%	1%	1%
Canadian Atlantic Coast	Nil	Nil	Nil	1%	Nil	Nil	Nil
Orient	Nil	Nil	Nil	6%	3%	1%	5%
Other Countries	Nil	8%	Ni1	11%	19%	7%	10%
South Africa	8%	10%	7%	22%	7%	10%	6%
United Kingdom	82%	73%	78%	51%	65%	63%	36%
U. S. Atlantic Coast	Nil	Nil	Nil	Nil	Nil	12%	33%

# COMPARATIVE RECORD OF DEEP-SEA EXPORTS AND IMPORTS, 1927 — 1949

				EXPORTS
Year		EXPORTS Total Cargo Tons	IMPORTS Total Cargo Tons	IMPORTS Grand Total Tons
1927		336,767	10,444	347,211
1928		367,313	5,942	373,255
1929		376,836	12,873	389,708
1930		395,340	36,270	431,610
1931		420,544	13,465	434,009
1932	***************************************	446,754	14,634	461,388
1933	***************************************	657,879	20,699	678,578
1934		766,299	36,127	802,426
1935	*	710,939	29,264	740,203
1936		977,163	30,856	1,008,019
1937	*************	868,026	25,442	893,468
1938	***************************************	865,127	22,182	887,309
1939		1,051,207	20,465	1,071,672
1940		871,487	24,766	896,253
1941		336,969	11,407	348,376
1942	***************************************	315,668	4,292	319,960
1943		443,446	Nil	443,446
1944	***************************************	331,069	5,493	336,562
1945	**********	615,962	6,823	622,785
1946		804,282	2,507	806,789
1947		1,052,447	6,054	1,058,501
1948	***************************************	769,650	24,194	793,844
1949	***************************************	836,586	47,278	883,864

# COMPARATIVE RECORD OF LOCAL COASTWISE EXPORTS AND IMPORTS, 1935 — 1949

Year	Total Cargo Outward Tons	Total Cargo Inward Tons	Grand Total Inward and Outward Tons
1935	2,230	711,684	713,914
1936	100,231	899,618	999,849
1937	109,614	862,243	971,857
1938	258,284	874,585	1,132,869
1939	265,444	936,200	1,201,644
1940	166,302	1,118,163	1,284,465
1941	375,858	1,266,461	1,642,319
1942	427,602	1,219,608	1,647,210
1943	315,730	1,109,588	1,425,318
1944	304,627	1,096,353	1,400,980
1945	313,541	1,021,414	1,334,955
1946	475,947	1,032,756	1,508,703
1947	462,922	1,153,864	1,616,785
1948	561,556	1,225,613	1,787,169
1949	600,840	1,256,797	1,857,637

## COMPARATIVE RECORD OF SHINGLE PRODUCTION ON THE LOWER FRASER RIVER, 1927 — 1949

Year	Production Squares
1927	1,783,000
1928	1,961,000
1929	 1,549,000
1930	1,158,000
1931	 890,000
1932	972,000
1933	 890,000
1934	 825,000
1935	 1,500,000
1936	1,500,000
1937	 1,350,000
1938	 1,375,000
1939	1,750,000
1940	 1,750,000
1941	 1,850,000
1942	 1,700,000
1943	 1,000,000
1944	 1,075,000
1945	 1,035,000
1946	 1,200,000
1947	1,300,000
1948	 1,200,000
1949	 1,325,000

# NATIONALITY OF DEEP-SEA VESSELS

1944 — 1949

	1944	1945	1946	1947	1948	1949
British	25	30	92	131	89	107
U.S.A	24	35	51	85	61	46
Japan	0	0	0	0	0	0
Norway	0	1	9	10	20	48
French	0	0	2	13	20	3
Danish	0	0	0	4	5	5
Swedish	2	1	7	8	16	13
German	0	0	0	0	0	0
Netherlands	0	1	14	15	8	4
Italian	0	0	0	0	1	10
Panama	2	2	5	2	4	28
Finnish	0	0	0	0	0	0
Jugo-Slav	0	0	0	0	0	0
Greek	0	0	2	4	6	23
Chinese	0	0	9	1	0	2
Canadian	60	100	91	79	42	40
Spanish	0	0	0	0	0	. 0
Hungarian	0	0	0	0	0	0
Philippines	0	0	0	2	6	2
Russian	0	6	3	0	0	0
Brazilian	1	0	0	0	0	0
Honduras	0	0	2	4	1	4
Switzerland	0	0	0	0	1	0
Peruvian	0	0	0	0	0	3
						-

114 176 287 358 280 338

# NEW WESTMINSTER DISTRICT PILOTAGE AUTHORITY

### COMMISSIONERS

William Gifford, Chairman

Kilburn K. Reid, M.B.E.

George L. Cassady, K.C.

F. P. Matheson, Secretary-Treasurer

Six Pilots are engaged by the Pilotage Authority at the present time and are listed below:

Capt. B. S. Potts

Capt. H. L. Gilley

Capt. J. F. Colbourne

Capt. L. F. McQuarrie

Capt. M. Duncan

Capt. J. S. Dennis (Emergency Pilot)

#### PILOT STATION

1. A Pilotage Boarding Station is maintained within one mile seaward of the Sand Heads Lightship entrance to the Fraser River.

#### PILOTAGE DUES

Authority, Chapter 2 of the By-laws of New Westminster Pilotage District, as follows:

- (a) No vessel shall be compelled to accept the services of a pilot within the Pilotage District but the payment of pilotage dues shall be compulsory for vessels of over two hundred and fifty (250) net registered tons except in case of the ships exempted under the provisions of the "Canada Shipping Act" and amendments thereto.
- (b) Notwithstanding anything herein contained no vessel shall be exempted on any ground whatever from liability to pay pilotage dues if such vessel voluntarily takes on board a pilot to pilot the vessel; and any ship using other than the the vessel's own signed-on officers as pilot must use those holding licences issued by the said Pilotage Authority.
- (c) Subject as hereinbefore provided pilotage dues shall be payable for any vessel entering into or clearing from the Pilotage District as follows:
  - (1) For any vessel under sail the sum of Two (\$2.00) Dollars per foot draught of water and one cent per net registered ton but shall not be less than the sum of Twenty-five (\$25.00) Dollars.
  - (2) For any vessel in tow of another vessel the sum of One (\$1.00) Dollar per foot draught and one cent per net registered ton but shall not be less than the sum of Twenty-five (\$25.00) Dollars.
  - (3) For any steam or motor vessel the sum of One (\$1.00) Dollar per foot draught and one cent per net registered ton but shall not be less than the sum of Twenty-five (\$25.00) Dollars.
  - (4) In addition to such dues as are hereinbefore provided, for any vessel entering into or clearing from that portion of the Pilotage District between the mouth of the Pitt River

and Kanaka Creek an additional sum of Fifty cents (50c) per foot draught and one-half cent per net registered ton but shall not be less than the sum of Twenty-five (\$25.00) Dollars.

- (5) In calculating pilotage dues any fraction of a foot not exceeding six inches shall be paid for as half a foot and a fraction of a foot exceeding six inches shall be paid for as a foot.
- (6) In addition to the charges set out in paragraphs (1) to (5) hereof there shall be a temporary surcharge of twenty (20%) per cent.
- (d) For any vessel entering into the New Westminster Pilotage District except vessels exempted from payment of Pilotage dues under sub-section (a) of this By-law there shall be payable for pilot boat services the sum of Five (\$5.00) Dollars and for any vessel clearing from the New Westminster Pilotage District, subject as aforesaid, for pilot boat services the sum of Five (\$5.00) Dollars.

### 3. For the moving of a vessel:

- (a) From any point between the mouth of the Pitt River and Westminster Bridge to any point below said Westminster Bridge or from any point below said Westminster Bridge to any point west of the mouth of the Pitt River the sum of Twenty (\$20.00) Dollars and from or to any point east of the mouth of the Pitt River an additional sum of Fifteen (\$15.00) Dollars.
- (b) For any other moving the sum of Fifteen (\$15.00) Dollars.



# COMPARATIVE RECORD OF PILOTAGE RECEIPTS Fiscal Year April 1st to March 31st, 1921 to 1949 (Incl.)

	of Vessels n which	
Year	Were Paid	Receipts
1921	 57	\$ 1,429.19
1922	 81	3,515.63
1923	 100	4,830.83
1924	127	10,134.58
1925	 205	16,184.12
1926	 196	18,603.44
1927	 198	15,289.87
1928	 205	20,674.13
1929	 258	26,197.93
1930	 304	31,877.97
1931	 303	32,767.40
1932	 318	33,481.14
1933	 406	42,158.99
1934	 462	48,181.62
1935	433	45,412.76
1936	 510	53,517.79
1937	 470	49,421.29
1938	 479	49,412.73
1939	 511	53,221.76
1940	 333	28,481.36
1941	 159	11,041.90
1942	 109	14,061.46
1943	 89	10,867.40
1944	 114	15.549.02
1945	 187	26,452.81
1946	311	39,473.08
1947	 345	47,908.73
1948	 285	41,096.23
1949	 335	53,078.87

## THE CITY OF NEW WESTMINSTER

Information supplied by the New Westminster Board of Trade



### HISTORICAL

- 1808—Simon Fraser reached the Pacific Ocean via the Fraser River.
- 1858—Lt.-Col. Moody, with a detachment of Royal Engineers, arrived on the Fraser River.
- 1859—January 28th—Lt.-Col. Moody moved the capital of British Columbia to New Westminster, and on July 20th, 1859, Queen Victoria by proclamation, gave the City is present name. New Westminster remained the capital until the 25th day of May, 1868, when it was moved to Victoria.
- 1860—City of New Westminster incorporated, embodying in its coat-of-arms:
  - A Ship in Full Sail.
  - A Pine Tree.
  - A Plowshare.
  - A Salmon.

Representing at that time the primary industries of the City and District.

- 1863—First Public School built on Royal Avenue.
- 1864—First session of B. C. Legislative Council held in New Westminster.
- 1864—Export of B. C. Lumber inaugurated by the sailing vessel "Kinnaird," which carried 400,000 feet of Douglas Fir from the Fraser River to Australia.
- 1871—First Salmon cannery built on the Fraser River packed 9000 cases.
- 1884—First High School on the Mainland established in New Westminster.
- 1898—Great Fire; waterfront and business section of City destroyed, \$2,500,000 damage.
- 1899—Rebuilt bigger and better, with steady growth to present day.
- 1949-Now one of the most progressive seaports on the Pacific Coast.

# NEW WESTMINSTER, POTENTIAL GIANT IN THE SHIPPING AND INDUSTRIAL WORLD

Industrial and Commercial development in the City of New Westminster and the immediate surrounding area has been nothing short of phenomenal during the past ten years. In 1940 it was estimated that the gross annual production from all sources was approximately \$40,000,000. 1949 figures point to an estimate of about \$80,000,000 or nearly one-tenth of the total gross production of the Province of British Columbia. Many new industries have been established in the area and existing manufacturing plants have expanded considerably.

The following list shows the many articles of manufacture produced by New Westminster's industrial community:

Dimension lumber and heavy construction timbers; sash, doors and cabinets; Cedar shingles, box shooks; Plywoods in plain and fancy finishes; Special wood products made to order; Broom and mop handles; Wooden pole line materials; Preserved wood products; Home and office furniture; Building supplies; Adhesives; Paper household, wax, tissues and fruit wraps; Fireproof wallboard and insulation; Rope and twine; Hardboard; Canned salmon, fruits and vegetables; Frozen fruits and vegetables; Peat products; Farm feed and poultry supplies; Industrial alcohol; Distilled and brewed products; Dairy products; Meats, fresh and cured; Margarine; Tents and canvas products; Leather; Beekeeper's supplies; Cement products; Iron and bronze castings; Furnaces and stokers; Ornamental ironwork; Iron and steel fabricating; Steel tanks; Sheet metal products; Chemical fertilizers; Heavy and light machinery; Coastal vessels, barges, fishing boats and tugs (both wooden and steel); and many other articles of manufacture.

Population increase over the past decade has also been beyond the most liberal predictions of the late 30's. The following comparison with the last Dominion Census figures in 1941 shows an eight-year increase which tells a startling, yet factual story of expansion in this Lower Fraser Valley area, and foretells without further emphasis, a future for New Westminster that leaves nothing to be desired:

Area	1941 Census	Present Estimate
The City of New Westminster	21,967	34,000
Potential trading area (not including greater Vancouver but taking in a radius	52,900	000,08
of thirty-five miles east and south-east and twenty miles south)	100,000	164,500
Potential trading area including Greater Vancouver	425,000	590,000

For ninety years a thriving fresh water seaport, New Westminster, the second largest industrial centre in British Columbia, has no fear of the future. With its past record in the export market and its capacity to readily serve the rapidly expanding domestic market in Western Canada, New Westminster, Canada's Royal City and a Queen among Pacific Coast seaports stands out in front at the opening of a brilliant chapter in the history of Canada's Pacific Coast region.

#### STATISTICS

THE CORPORATION OF THE CITY owns a large portion of the waterfront on the main river which is leased to various industries; the electric light distribution system; the waterworks distribution system; the Fraser Valley Farmers' Market.

POPULATION: New Westminster City, 34,000; Trading District, 164,500; City area, 4,394 acres.

CHURCHES: Twenty-five.

HOSPITALS: Public, 2; private, 2.

PARKS: Ten. Total acreage, 175 acres.

SCHOOLS: Public, 8; Junior High, 1; High, 1; Technical, 1; Private, 3.

TELEPHONES: A modern exchange of approximately 12,000 telephones.

AMUSEMENTS: Theatres, 5; Civic Arena, seating capacity, 5,500; Modern Concert Auditorium, seating capacity, 1,400; Up-to-date library.

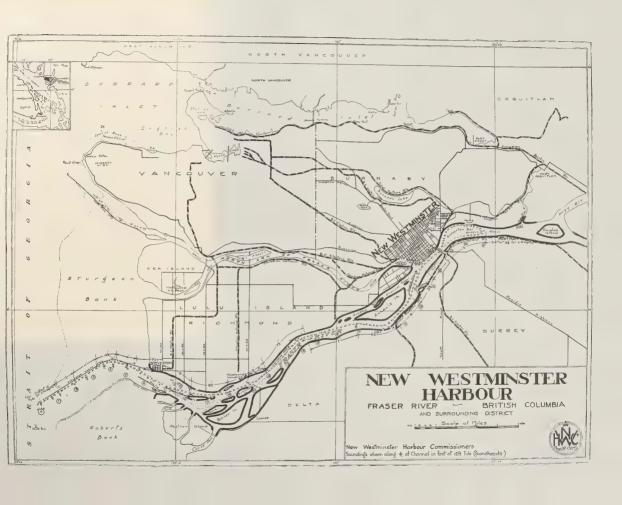
CEMENT SIDEWALKS: Seventy-five miles.

SEWERS: Eighty miles.

ROADS: Eighty miles (70 miles hard-surfaced).

New Westminster is located 21 miles inland from the Gulf of Georgia on the North Bank of the Fraser River. It is 21 miles by highway from the Canadian-U.S.A. boundary at Blaine, and 12 miles from Vancouver, B. C.

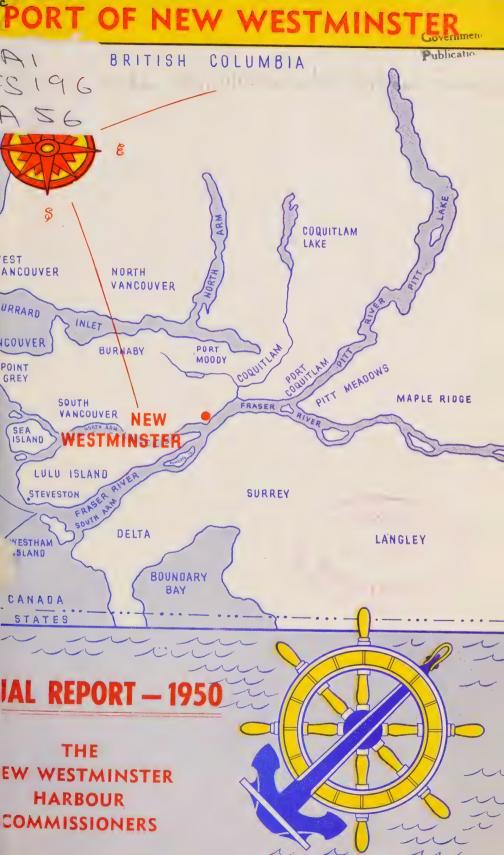














# ANNUAL REPORT

of

# THE NEW WESTMINSTER HARBOUR COMMISSIONERS

For the Year 1950



COMMISSIONERS
KILBURN K. REID, M.B.E., Chairman
WILLIAM GIFFORD
GEORGE L. CASSADY, K.C.



#### OFFICIALS

H. E. GORDON, Secretary-Treasurer
CAPTAIN J. E. CLAYTON, Harbour Master
W. G. SWAN, c.E., M.E.I.C., Consulting Engineer
MARION K. GRIFFIN, Statistician



THE HONOURABLE LIONEL CHEVRIER, K.C.
MINISTER OF TRANSPORT

# The New Westminster Harbour Commissioners

1

15th April, 1951.

The Hon. Lionel Chevrier, K.C., Minister of Transport, Ottawa, Canada.

Sir:

A report of Operations for the calendar year 1950 is herewith respectfully submitted.

Yours respectfully,

KILBURN K. REID, Chairman.

WILLIAM GIFFORD, Commissioner.

GEORGE L. CASSADY, Commissioner,



-Photographic Surveys (Western) Ltd., Vancouver

S.S. "Hawaiian Lumberman", 11,000-ton U.S.A. freighter just passing under the Pattullo Bridge. This ship is owned and operated by the Matson Navigation Company of San Francisco and has regular calls to this port.

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KILBURN K. REID, M.B.E. CHAIRMAN



WM. GIFFORD



MEMBERS NEW WESTMINSTER HARBOUR COMMISSION

# Annual Report



# Foreword . . .

A successful year was experienced by the Port of New Westminster in 1950. Although the total of exports was not as large as in the previous year the arrival vessels were slightly higher, 342 vessels compared with 338 vessels in 1949.

Lumber exports show an increase of over 40,000,000 board feet during the year with other increases shown in shingles, flour and apples.

Deep sea imports of 77,974 tons marked the highest in the Port's history with increases shown in practically every commodity.

Details of Port operations and other general information concerning the Port of New Westminster will be found in the following pages.



PACIFIC COAST TERMINALS

"C" and "D" berths, main dock, S.S. "Hawaiian Lumberman" (U.S.A.), loading lumber and shingles for Hawaiian Islands, and S.S. "Hawaiian Craftsman" (U.S.A.) loading frozen meat and fertilizer for Hawaiian Islands.

#### SHIPPING

Statement showing the total number of vessels, with net registered tonnage, arrived and departed during the calendar year 1950 with comparative figures for 1949:

No. of Vessels Net Reg. Tonnage

#### (1) DEEPSEA OR OCEAN GOING:

Arrivals:

	1950	342	CIS	1,393,731	
	1949			1,382,141	
De	partures:				
	1950			1,383,715	
	1949	339		1,393,266	
	) COASTAL:				
	rivals:	. 0 40		<b>530</b> 040	
	1950			529,048	
ь.	1949	2,188		584,913	
De	partures: 1950	1 024		521,011	
	1949	0 1 40		566,287	
(3	) SUMMARY:	2,110		300,207	
	rivals:				
	ssification				
	Deepsea or				
	Ocean-going	-342		1,393,731	
	Coastal	1,940	2 202	529,048	1 000 770
			2,282		1,922,779
De	partures:				
	Deepsea or Ocean-going	339		1,383,715	
	Coastal			521,011	
	Coastal		2,263		1,904,726
		_			
	Grand Total		4,545		3,827,505
		_			N .

# CARGO TONNAGE

Statement showing the total quantity of water-borne cargo tonnage landed from and loaded on vessels, during the calendar year 1950 with comparison for 1949:

		Tons	(2,000 lbs.)
Classification FOREIGN DOMESTIC	1,465,915	Outward 723,101 617,485	Total 801,075 2,083,400
Total 1950 Total 1949	1,543,889 1,304,075	1,340,586 1,437,426	2,884,475 2,741,501

# PRINCIPAL DEEP-SEA EXPORTS

1949 - 1950

COMMODITY		QUANTITY
	1949	1950
Lumber, bd. ft	255,622,585	296,025,681
Shingles, bdls.	<b>7</b> 0,525	106,962
Fir Ties, bd. ft	6,393,081	1,897,959
Box Shooks, cu. ft	61,147	
Plywood, sq. ft	14,065,015	1,472,772
Woodpulp, tons	2,954	1,871
Bar Metal, (lead, zinc, cad-		
mium, white metal), tons	50,729	39,676
Sulphate of Ammonia, tons	106,096	75,271
Ammonium Phosphate, tons	51,15 <b>7</b>	20,704
Nitraprills, tons	59,777	19,191
Grain, bushels	4,725,830	2,845,462
Flour, tons	629	1,328
Canned Salmon, tons	1,889	265
Canned Herring, tons	82	124
Apples, boxes	428,011	1,053,921
Strawberries, bbls	907	
Raspberries, bbls	8,965	
Meats, (assorted), tons	1,653	663
Eggs, cases	68,499	
General, tons	2,644	1,824

## PRINCIPAL DEEP-SEA IMPORTS

1949 - 1950

Ore, tons	7,686	29,850
Cocoanut, tons		10
Pineapple Juice, cases	62,129	75,855
Pineapple, cases	880	15,835
Rice, tons	14,306	17,037
Phosphate Rock, tons	3,009	8,065
General, tons	952	35
Concentrates, tons	19,725	21,100
Coffee, tons	5	18
Logs, (Mahogany), bd. ft	169,500	44,945

# LOCAL COASTWISE CARGO TONNAGE

#### **OUTWARD**

Sand, Gravel and Rock Gypsum Hogfuel Miscellaneous C.N.R. Barge and Ferry Service (Cargo in Transit)	Tons 1949 337,641 13,573 95,136 ————————————————————————————————————	(2,000 lbs.) 1950 352,800 10,340 120,000 750 133,595 617,485
Cement	29,605 3,406 25,099 13,166 800	27,552 3,555 34,585 13,686
Logs (approx.)  Miscellaneous  Woodpulp  C.N.R. Barge and Ferry Service  (Cargo in Transit)	1,032,315 1,750 7,816 142,840 1,256,797	1,232,493 1,200 8,749 144,095 ————————————————————————————————————

#### NOTE: FOREIGN COASTWISE

948 tons of woodpulp and 923 tons of oyster shells were imported from Washington, U.S.A.

78,625 tons of wood chips and 2,813 tons of lumber were exported to Washington, U.S.A.



Berth "3B" S "Stamford Hill" (British) loading lumber for United Kingdom OVERSEAS TRANSPORT CO. LTD.

# **EXPORTS BY COUNTRIES**

#### GREAT BRITAIN AND COMMONWEALTH

#### UNITED KINGDOM

Agricultural Products	Tons	
Flax Wheat	43 74,713	
Fish Products Canned Salmon	176	
Forest Products  Broomhandles  Lumber  Plywood  Shingles	34 81,581 610 1,190	
Fruit Products Apples	26,408	
Manufactured Products  Battery Separators  General  Woodpulp	178 59 1,871	
Mineral Products  Cadmium  Lead  Zinc	15 8,680 30,023	225,581
BRITISH WEST INDIES		
Forest Products Shingles	240	240
SOUTH AFRICA		
Forest Products  Broomhandles  Lumber  Plywood  Shingles	2 12,922 72 174	
Manufactured Products	500	
Sulphate of Ammonia	500	13,670

EXPORTS—(Continued)		
	INDIA	
Manufactured Products  Battery Separators  Miscellaneous  Sulphate of Ammoni	94	
Mineral Products  Lead  Zinc		29,261
	AUSTRALIA	
Forest Products  Lumber  Manufactured Products	23,133	
	61	23,194
	NEW ZEALAND	
Forest Products Lumber	5,381	
Manufactured Products Miscellaneous Paper (toilet) Sulphate of Ammon		5,717
	COOK ISLAND	
Manufactured Products Miscellaneous	1	1
	FIJI ISLANDS	
Forest Products  Lumber	2,127	
Manufactured Products Miscellaneous	138	2,265
04444	DA ATLANTIC COACT	2,20)
Forest Products		1,050

EXPORTS—(Continued)		
	EUROPE	
Forest Products Lumber Plywood	·	2,332
Agricultural Products	BELGIUM	,
Wheat	7,650	
Fish Products Canned Salmon	4	
Forest Products Lumber	467	8,121
Forest Products	HOLLAND	0,121
	1,017	1,017
10 L	SWEDEN	
Mineral Products Lead	560	560
Forest Products	GREECE	
Lumber	3,143	3,143
Forest Products	MALTA	
Lumber	377	377
Fish Products	PALESTINE	
Canned Salmon	6	
Forest Products  Lumber	911	- 917
		711



S.S. "Lake Chilliwack" (Canadian) loading lumber and bar metal for United Kingdom.

EXPORTS—(Continued)		
SYRIA		1*
Forest Products Lumber	Tons 1,726	
Manufactured Products  Battery Separators  Miscellaneous		1,733
SIAM		1,755
Manufactured Products		
Sulphate of Ammonia Miscellaneous	199 2	201
		201
CHINA		
Forest Products		
Lumber Plywood		
Manufactured Products		
Ammonium Phosphate		
Battery Separators	2 49	
Paper (toilet)	5	
Sulphate of Ammonia		
Whiskey		3,378
		Ť
Manufactured Products		
Barley Malt	132	
Nitraprills	1,610	
Sulphate of Ammonia	601	2.343
		2,575
JAPAN		
Agricultural Products	E0.4	
Wheat	504	504
		501
Manufactured Products		
Nitraprills	9,430	
		9,430

#### EXPORTS—(Continued)

# NORTH AMERICA, WEST INDIES AND SOUTH AMERICA

#### UNITED STATES OF AMERICA

Forest Products Lumber	Tons	
Plywood		
,		294,048
WEST INDIES		
Agricultural Products Wheat Flour	5	
Forest Products		
Broomhandles Lumber	25 134	
Plywood	20	
Manufactured Products	625	
Ammonium Phosphates Miscellaneous	<b>62</b> 5 8	
Nitraprills	170	
Paper (toilet)	24	1,011
COLOMBIA		,,,,,,
Agricultural Products Wheat	572	
Fish Products		
Canned Salmon	4	
Fir Ties	2,847	
-		3,423
Agricultural Products		
Agricultural Products Oil (linseed)	2	
-		2
Agricultural Products		
Wheat	1,680	1.600
		1,680
HAWAIIAN ISLANDS Agricultural Products		
Peat Moss	27	
Animal Products	(()	
Meats (assorted)	663	
Canned Salmon	10	

EXPORTS—(Continued)		
Forest Products  Flooring  Hardboard  Lath  Lumber  Shingles	Tons 97 72 135 8,242 1,179	
Manufactured Products		
Ammonium Phosphate Barley Malt Fish Meal Miscellaneous Nitraprills Sulphate Ammonia	12,039 162 287 194 6,918 41,708	71,733
PHILIPPINE ISLANDS		
Agricultural Products Wheat Flour	480	
Forest Products  Lumber	156	
Manufactured Products  Ammonium Phosphate  Miscellaneous  Nitraprills  Sulphate of Ammonia  Whiskey	7,840 1 1,063 477 10	10,927
FRIENDLY ISLANDS		
Manufactured Products Miscellaneous	1	1
NEW HEBRIDES		,
Forest Products	00	
Lumber	98	98
SAMOA		
Agricultural Products Wheat Flour	20	
Fish Products  Canned Herring  Canned Salmon	81 50	

EXPORTS—(Continued)		
Forest Products Lumber	<b>Tons</b> 751	
Manufactured Products  Miscellaneous  Paper (bags)  Paper (toilet)  Paper (unused)	24 10 1 4	941
NEW CALEDONIA		
Fish Products  Canned Herring  Canned Salmon	13	
Forest Products  Lumber	1,102	
Manufactured Products  General Oil (Linseed) Sugar Whiskey	8 1 10 11	1,154
SICIETY ISLANDS		
Agricultural Products Wheat Flour  Fish Products Canned Herring Canned Salmon	823 30 6	
Forest Products  Lumber  Plywood  Manufactured Products	2,966 35	
Barley Malt  Miscellaneous  Oil (Linseed)	80 4 4	3,948
Grand Total		723,101

# **IMPORTS BY COUNTRIES**

SAMOA  Cocoanut	Tons		
SOUTH AMERICA		10	
Colombia Coffee	18	18	
Concentrates Ore	21,054 10,977	20.021	
CHILI Concentrates Ore	46 11,903	32,031	
Ore BUENOS AIRES		11,949	
HAWAIIAN ISLANDS			
General Nectar Pineapple (canned) Pineapple (fresh) Pineapple Juice (canned)	45 4 301 5 1,471	1,826	
PHILIPPINE ISLAND		, -	
Logs (Mahogany)	67 3,589	3,656	
Miscellaneous	1	1	
Ore	1,409	1,409	
MOROCCO, N.W. AFRI	<b>CA</b> 852	852	
		002	

IMPORTS—(Continued)			
	FLORIDA	Tons	
Phosphate Rock		8,065	8,065
	CALIFORNIA		
Rice		12,025	
			12,025
Rice	SIAM	5,012	
			5,012
	Grand Total		77,974



# **FINANCIAL**

# Ordinary Revenue Account For Year Ended December 31st, 1950

#### Revenue:

Grain Elevator Rental\$	22,697.56
Water Lot Rentals	26,463.30
Harbour Dues	30,898.44
Bank and Bond Interest	232.66
-	
Total Revenue	\$ 80,291.96

#### Expenditure:

Administration	31,659.88		
Interest on Government Loans (Elevator)	30,299.76		
Capital Additions	440.84		
Repairs and Renewals	419.42		
Total Expenditures		\$	62,819.90
		\$	17,472.06
Provision for Doubtful Accounts		\$	25.00
		-	
Excess of Revenue over Expenditure		\$	17,447.06



# SEARLE GRAIN ELEVATOR

S.S. "Curmia (British) loading wheat for United Kingdom and S.S. "Mariner" (U.S.A.) loading wheat for South Africa.

The Commissioners' Grain Elevator was leased to SEARLE GRAIN COMPANY LIMITED in September, 1933, since which time it has been continuously and very efficiently operated by this important company. A summary of results for the year 1950 follows with comparative figures for 1949:

Shipments Stocks in Store December 31st 641,562 Bushels 1950 301,117 Bushels 1949 Stocks in Store January 1st .....

3,266,862

5,003,943 Bushels 1949

Bushels

## **GENERAL DESCRIPTION**

OF

## **NEW WESTMINSTER HARBOUR**



The Harbour of New Westminster extends from a line drawn north and south, astronomically, to each shore of the Fraser River, from a point on the line of average high water mark, on the eastern end of Manson or Douglas Island, known as Point Sebastien and situate in the Fraser River at the mouth of the Pitt River, thence down stream extending on both sides to the line of average high water mark, to lines drawn across the outlets of the Fraser River into the Gulf of Georgia from point to point at low water mark on each of the points of land forming the said outlets, but not extending further northerly than a point equidistant between the most northerly points of the western shore of Lulu Island; and also includes the adjacent waters of the Gulf of Georgia, but does not include any portion of the North Arm of the Fraser River west of the westerly boundaries of the City of New Westminster.

With the exception of that portion of the Harbour situate below the easterly end of Tilbury Island (five miles below the City of New Westminster), the foreshore and bed of the river are vested in the Dominion Government and administered by the Harbour C ommissioners to whom applications for water lot leases should be made. Below the easterly end of Tilbury Island the foreshore and bed of the river are under the jurisdiction of the Province of British Columbia.



S.S. Stamford Hill\*\* (British) Earthed at Overseas Transport Dock loading lumber for Atlantic seaboard, U.S.A.

# FRASER RIVER CHANNEL

Information supplied by Dominion Department of Public Works as of March 1951

The deep-sea channel enters the Fraser River from the Strait of Georgia at the "Sandheads" just north of the 49th parallel at longitude 123° 20′ and extends generally eastward for a distance of 21 miles upstream to the Port of New Westminster. A lightship is stationed at the mouth of the river.

The ship channel is maintained by the British Columbia-Yukon District of the Federal Public Works Department under the direction of Mr. Ken Morton, District Engineer, with offices in the Federal Building, New Westminster, B.C.

Necessary channel and berth depths are maintained by control works and dredging operations, the Departmental pipe line suction dredge, "King Edward," and sea-going hopper suction dredge, "Fruhling," being employed on this work with a total yearly capacity of about 2,000,000 cubic yards. Contract dredges are also used, as the necessity arises, to maintain depths.

The channel is of sufficient width to accommodate ingoing and out going traffic simultaneously.

The river is tidal for 60 miles upstream with a rise of low water to ordinary high water of 12 feet at its mouth and of 5 feet at New Westminster. Extreme high tides may reach a height of 16 feet at the mouth, and during the exceptionally high flood levels in 1948, reached a height of 12.2 feet above the low water at New Westminster.

Maintained depths in the ship channel are such as to enable vessels with draughts up to 28 feet to operate on the tides. Future development of the channel aims at a minimum depth throughout the ship channel of 30 feet at low water to the Port of New Westminster.

Many control works have been completed and more are contemplated. Over the Sandheads, the channel is controlled by a rock north jetty, five miles long. To the south, the rock south jetty—8,000 ft. long—forms part of the control to the south, augmented by Albion Island pile dyke. A contract is now under way to build a rock mound control jetty forming part of Albion Island dyke and extending 14,000 ft. around the curve at Buoy 16. Construction will cost \$1,300,000.00 and will be completed in 1952.

In the same vicinity, but within the control of the natural bank, there are Woodward's Training Wall, several groins, and Woodward's Dam, 9 miles up river. A spoil dam has been built to close Deas Slough to confine flows to the main ship channel. Just below

New Westminster on Annieville Channel, a pile dyke has been built along the right bank to confine the flow at this crucial portion of the channel. Just above the New Westminster bridges two wing dams are being built to control the bar on the left bank opposite Fraser Mills where the river divides into two channels around Sapperton Bar. A pile dyke splits the main flow into the up river Sapperton Reach and the down river Port Mann Reach.

During the year, the Public Works Department re-established its survey points from Steveston to Port Mann and completed two Bathymetric Surveys from Douglas Island to the Strait of Georgia. Maps of this area are available. The Pitt River from Douglas Island to Wright Island, Pitt Lake, was surveyed for the first time, maps being now available.

Dredging during the year at Pitt River-Fraser River junction, Fraser Mills wharf, Port Mann Channel above the bridges, Annieville Bar, Searle Elevator, Pacific Coast Terminals, St. Mungo Bend, Steveston Cut and in the ship channel through the Sandheads removed a total of 21/2 million cubic vards. Control works undertaken were: South Jetty No. 2—5,000 ft. completed and 120,000 tons of rock placed; building up of sections 5 and 6 of the North Steveston Jetty was commenced; rock protection of Woodward's Island and the closure of Woodward's dam was commenced: rock protection of Kirkland Island banks was commenced and rock protection of Lulu Island between Shell Road and Gilmore Island was completed; two pile training dykes above New Westminster bridges are under construction to be completed in 1951 and the new Sapperton Dyke was completed. The Department also constructed a fishing harbourage at the foot of 8th Street to provide mooring for 60 boats. The total cost of these projects is  $2\frac{1}{2}$  million dollars. Plans for the construction of a half million dollar fishing harbour at Steveston are under way. The Federal Public Works Department, B.C.-Yukon District, carries out periodic surveys of the river channels and up-to-date charts are always available. Further studies of the river are being made by model investigations and a movable river bed model has been built on the University of British Columbia campus which will be in operation in 1951.

The Dominion-Provincial Board, Fraser River Basin, established in 1948, is continuing its studies of the water resources of the Fraser River Basin.

Thirty feet at low water depths are maintained alongside the deep-sea docks—Pacific Coast Terminals, Searle Grain Elevator and Canadaian Western Lumber Company's Fraser Mills.

The river channel, for its entire length, is efficiently marked by buoys, lights and ranges for day or night navigation, established by the Department of Transport and maintained by the Department of Public Works.

#### **PORT FACILITIES**

#### PACIFIC COAST TERMINALS CO. LTD.

Main Dock: Berth A-B-C-D (Quay Wharf) plus Fish Berth; length at face 2,160 feet. Depth of water at face, 25 to 35 feet at low water. Width of dock, 60 feet to 150 feet. Provided with three lines of standard railway track for entire length with numerous crossovers. Flush type switch standards. Water services supplied at dock edge. Light and power supplied at dock edge (A.C. 110 volts and 220 volts "three phase"). Telephone services supplied at each berth. Dock is supported on cedar piling in fresh water, all timbers above piling are creosoted. Deck is 4-inch reinforced concrete tile type (7 ft.x8 ft. blocks).

**Sheds:** Storage sheds are ample and well distributed along entire dock. Five (5) sheds provide a floor area of 123,571 sq. ft., as follows: Transit Shed No. 1—20,100 sq. ft.; Ins. Ht. clear 18 ft.; reinforced concrete floor. Transit Shed No. 2—15,776 sq. ft., Ins. Ht. clear 22 ft.; reinforced concrete floor. Transit Shed No. 3—19,285 sq. ft., Ins. Ht. clear 16 ft., concrete floor. Transit Shed No. 5—16,620 sq. ft., Ins. Ht. clear 16 ft., concrete floor. Transit Shed No. 6—28,800 sq. ft., Ins. Ht., clear 24 ft. Outside storage clear of trackage, 168,300 sq ft. approx.

Locomotive Equipment: Two (2) 80-ton straight connected American oil-burning steam locomotive 060 type. One (1) 40-ton saddle tanke oil-burning steam locomotive 060 type. One (1) 65-ton Heisler logging type locomotive oil-burning steam 080 type. One (1) gasoline driven 9-ton switcher-pusher. One (1) 25-ton maximum capacity 50-ft. boom American Brownhoist Locomotive crane, oil-burning steam driven.

Freight Handling Equipment: One (1) gasoline power driven lift truck, capacity 2000 lbs. Three (3) gasoline power driven lift trucks, capacity 5000 lbs., 15-inch centre of load, height of lift 9 ft. to bottom of top load. Five (5) gasoline power driven lift irucks 7,500 lbs., 24-inch centre of load, height of lift 11 ft. 6

inches to bottom of top load. Thirteen (13) gasoline power driven tractors. One hundred and twenty (120) dollies, capacity 7000 lbs. each. Two (2) trucks, one 2-ton and one 1-ton capacity. One (1) Gerlinger lumber carrier, 5-ton capacity. Three (3) Hyster lumber carriers, 6-ton capacity. Seven (7) Hyster Space Saver Lift Trucks, capacity  $7\frac{1}{2}$  tons each, height of lift 17 ft. 6 in.

**Cold Storage Plant Equipment:** Two (2) 150-ton capacity ammonia compressors. Sharp freezing chambers and quick freezing equipment. (a) Cold storage 5 degrees to 10 degrees F. 600,000 cu. ft. (b) Cool Storage 28 degrees to 32 degrees F., controlled humidity, 600,000 cu. ft. (c) Ice plant 40 tons per 24 hours with storage for 1,000 tons. Ozone piped to all rooms, ventilating fan facilities in all cooler rooms.

Railway Yards: Capacity for 200 railway cars on 11 parallel tracks in yard. Direct connection with Canadian Pacific and Canadian National Railways. Great Northern Railway, Southern Pacific Railway, Northern Pacific Railway and B.C. Electric Railway have switching arrangements with the aforementioned railway companies.

**Protection:** Entire property surrounded by 9-ft. steel chain link fence. Watchmen on duty 24 hours per day, time-clock. Property and equipment provided with first-class fire protection including 13 standard fire hydrants and ample  $2\frac{1}{2}$ -inch fire hose, numerous fire extinguishers, etc., provided.

**Subsdidiary Dock:** In addition to the above, the Company has leased property one-half mile upstream having one (1) deep-sea berth and storage shed served by the Great Northern Railway with direct connection on landward side 150 ft. from dock edge. Shed space, 13,250 sq. ft. Equipment of main property available here with exception of railway equipment. This property is not fenced.

#### CANADIAN WESTERN LUMBER COMPANY LIMITED

**Fraser Mills:** Length at dock face, 1,300 feet. Depth of water at face, 25 feet at low water. Trackage, total accommodation 200 cars. No waterside trackage. Lumber handling facilities, 13 lumber carriers. Two (2) large cranes, three (3) lumber stackers and one (1) cranemobile.

#### GYPSUM, LIME AND ALABASTINE, CANADA, LIMITED

**Dock at Liverpool (south side Fraser River):** Length at face, 225 feet. Depth of water, 15 feet at low water. Plant and dock connected with elevated 24-inch conveyor belt for loading crushed gypsum rock into vessels; balance of approach used for transporting material by means of electric truck. Swing slip with counter balance to accommodate loading of covered scows.

#### SEARLE GRAIN COMPANY LIMITED (Fraser River Elevator)

Face at dock, 1,350 feet. Berthing accommodation, 3 vessels. Depth of water, 30 feet at low water. Trackage accommodation amply provided for. Delivery, 2 belts with total capacity of 30,000 bushels per hour. Six spouts. Storage capacity, 800,000 bushels. Grain storage shed  $165 \times 66$  ft., capacity, 2000 tons of sacked wheat. One sewing machine fully equipped, can sack 300 tons in 24 hours.

#### CANADA RICE MILLS LIMITED

Dock near Woodward's Landing (North side Fraser River): Length at face, 400 feet. Depth at low water, 30 feet. Warehouse with storage capacity approximately 12,000 tons. Electric light and water. C.N.R. tracks adjoin wharf.

#### OVERSEAS TRANSPORT CO. LTD.

Two Docks at City proper, north side Fraser River: No. 2 Dock: Length at face 500 feet. Berthing accommodation, 1 vessel. Depth of water, 27 feet at low water. Storage shed, 6,000 sq. ft., storage capacity 800 tons. Water, light and power supplied at dock edge. Telephone service. Double siding at warehouse connecting with C.P.R., C.N.R., G.N. and B.C. Electric. No. 3B Dock: Length at face 500 feet. Berthing accommodation, 1 vessel Depth of water 34 feet at low water. Storage shed, 11,000 sq. ft., storage capacity, 2,500 tons. Served by Great Northern Railway. Water, light and power supplied. Telephone service.



This being the first shipment of South American rice

S.S. "P. G. T. Trader" (U.S.A.). discharging 4,000 tons of Brazilian rice. TI since year 1940.

## **PORT CHARGES**

The Following Rates Are in Force:

**Harbour Dues:** (By-law No. 84, approved by Order-in-council, P.C. 580, dated March 16th, 1932).

On vessels having a net registered tonnage over ten tons: Rate of two cents (2) per net registered ton, payable on not more than five entries in any one calendar year.

On vessels having a net registered tonnage of ten tons, or under: One Dollar (\$1.00) payable on not more than one entry in any one calendar year.

On vessels having no registered tonnage or when the registered tonnage is not available, rate of one and one-third cents (1 1/3c) per gross ton, payable on not more than five entries in any one calendar year.

**Pilotage:** To or from Lightship at mouth of river, one cent (1c) per registered ton and one dollar (\$1.00) per foot draught. Minimum twenty-five dollars (\$25.00). For shifting from berth to berth, fifteen dollars (\$15.00) with an additional five dollars (\$5.00) where a shift requires passage through New Westminster Bridge. Pilot boat services for embarking or disembarking five dollars (\$5.00). Powerful tugs for berthing (occasionally required) are available at all times.

**Sick Mariners' Dues:** A Dominion Government charge applicable to all ports, payable only once on any one continuous voyage, two cents (2c) per net registered ton, payable on any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 44, Part V.)

Bill of Health: One Dollar (\$1.00).

**Fumigation:** Cyanide Process, thirty-five cents (35c) per 1,000 cubic feet.

**Pure Water:** Fifteen cents (15c) per ton. Use of hose off dock, additional two dollars (\$2.00).

**Port Wardens' Fees:** As established by the Council of the New Westminster Board of Trade and approved by Dominion Government Order-in-Council (P.C. No. 1120) of 19th March, 1948, which are the same fees that are in force at other British Columbia ports.

**Shipping Masters' Fees:** A Dominion Government charge applicable to all ports. (See Canada Shipping Act, Chapter 186, Sec. 139.)

**Launch and Line Service:** A Launch and Vessel's Line Service is maintained in the harbour at all times.

**Stevedoring:** Stevedoring is handled entirely under private contract between ship's Agents and the Stevedores.

NOTE: Terminal Docks being privately operated, rates for wharfage, storage, handling charges, etc., may be obtained from operating company.

#### DISTANCES BETWEEN

# **PACIFIC COAST PORTS**

(In Nautical Miles)

····	Los	San	Port-	Seattle	Van-	New West.
Aberdeen, Washington	902	608	157	234	244	246
Astoria, Oregon	899	565	86	270	278	280
Bellingham, Washington	1124	790	341	79	66	68
			341	109	410	420
Chemainus, B.C.	1124	790			36x	86x
Crofton, B.C.	1122	788	339	107	430 34x	420 84x
Cowichan Bay, B.C.	1122	782	338	100	510 71x	51o 71x
Eureka, California	566	232	436	590	598	600
Everett, Washington	1132	798	349	27	128	123
Long Beach, California	3	371	988	1142	1150	1152
Longview, Washington	945	611	40	316	324	326
Los Angeles, California		368	989	1146	1163	1165
Marshfield (Coos Bay) Ore.	729	395	286	439	447	449
New Westminster, B.C	1147	812	364	125	40	
Oakland, California	374	6	657	811	818	820
Olympia, Washington	1188	854	405	54	170	172
Port Alberni, B.C.	1075	741	292	188	182	199
Port Angeles, Washington .	1078	744	295	67	94	90
Portland, Oregon	989	650		360	379	376
Port Townsend, Wash	1104	770 1220	321	38 583	100	95 495
Prince Rupert, B.C.	1678 388	20	822 671	825	482 832	834
Redwood City, California	375	7	658	812	819	821
Sacramento, California	461	93	744	898	905	907
San Diego, California	93	452	1070		1232	1234
San Francisco, California	368		650	804	821	823
San Luis Obispo, California	175	206	822	976	984	986
Seattle, Washington	1146	804	360		135	132
South Bend, (Willapa Bay),						
Washington	929	595	144	247	255	257
Stockton, California	443	75	726	880	888	890
Tacoma, Washington	1159	825	376	54	155	152
Vancouver, B.C.	1163	823	379	135		40
Victoria, B.C.	1091	745	301	71	84	80

o-DONATES THROUGH ACTIVE PASS x-DONATES AROUND EAST POINT

## STEAMSHIP AGENTS

The following Agents had many sailings of different Steamship Lines from the Port during the year 1950:

Anglo-Canadian Shipping Co. Ltd.

Balfour Guthrie (Canada) Ltd.

B.C. Ship Chartering Co. Ltd.

B.W. Greer & Son (1947) Ltd.

Canada Shipping Co. Ltd.

Canadian Australasian Line Ltd.

Canadian Blue Star Line (1940) Ltd.

Canadian Transport Co. Ltd.

Canadian Trading Co. Ltd.

C. Gardner Johnson Ltd.

Dingwall Cotts & Co. Ltd.

Dodwell & Co. Ltd.

Empire Shipping Co. Ltd.

Furness Withy & Co. Ltd.

Johnson Walton Steamship Ltd.

Kingsley Navigation Co. Ltd.

Monsen-Clarke (B.C.) Ltd.

North Pacific Shipping Co. Ltd.

Pacific Marine Freighters Ltd.

Royal Mail Lines Ltd.

Seaboard Shipping Co. Ltd.

(Belyea & Co. Ltd. Sub-Steamship Agents)

#### NATIONALITY OF DEEP SEA VESSELS 1945 - 1950

	1945	1946	1947	1948	1949	1950
British	30	92	131	89	107	122
U.S.A	35	51	85	61	46	42
Norway	1	9	10	20	48	42
French	0	2	13	20	3	1
Danish	0	0	4	5	5	6
Swedish	1	7	8	16	13	9
Netherlands	1	14	15	8	4	9
Italian	0	0	0	1	10	11
Panama	2	5	2	4	28	26
Greek	0	2	4	6	23	27
Chinese	0	9	1	0	2	0
Canadian	100	91	79	42	40	25
Philippines	0	0	2	6	2	0
Russian	6	3	0	0	0	0
Honduras	0	2	4	1	4	12
Switzerland	0	0	0	1	0	0
Peruvian	0	0	0	0	3	9
Persian	0	0	0	0	0	1
TOTALS	176	287	358	280	338	342

#### COMPARATIVE RECORD OF SHIPPING 1921 - 1950

#### DEEP-SEA ARRIVALS

Year	No.	of Vessels	Net Tons	Gross Tons
1921		13	38,987	No Record
1922		35	100,321	No Record
1923		48	144,973	No Record
1924		100	333,138	525,069
1925		150	476,420	786,106
1926		175	579,167	926,046
1927		153	486,603	776,229
1928		198	625,271	1,004,622
1929	***************************************	248	827,762	1,312,031
1930		297	994,673	1,578,189
1931		301	1,052,865	1,690,634
1932		311	1,087,878	1,737,429
1933		409	1,454,842	2,343,276
1934		453	1,639,342	2,670,630
1935		434	1,575,535	2,575,350
1936		525	1,857,784	3,035,139
1937		450	1,611,168	2,655,235
1938		493	1,759,413	2,892,848
1939	***************************************	509	1,774,318	2,922,843
1940		333	1,057,109	1,747,332
1941		156	432,351	720,989
1942		109	416,846	697,037
1943		86	363,056	608,778
1944		114	451,829	756,216
1945		176	718,765	1,199,418
1946		287	1,112,751	1,834,096
1947		358	1,517,917	2,486,023
1948		280	1,179,123	1,920,182
1949		338	1,382,141	2,243,266
1950		342	1,393,731	2,277,746

#### COMPARATIVE RECORD OF SHIPPING

#### 1935 - 1950

#### COAST ARRIVALS

Year N	lo. of Vessels	Net Tons	Gross Tons
1935	. 1,558	41,380	No Record
1936	1,646	50,104	No Record
1937	. 1,683	51,214	No Record
1938	1,692	52,405	No Record
1939	. 1,742	54,655	No Record
1940	2,735	523,033	No Record
1941	. 3,140	683,769	No Record
1942	. 2,873	700,585	No Record
1943	. 1,966	243,801	No Record
1944	. 2,534	616,958	No Record
1945	. 2,175	670,516	No Record
1946	2,021	560,196	No Record
1947	2,055	519,253	No Record
1948	2,311	632,438	No Record
1949	. 2,188	584,913	No Record
1950	1,940	529,048	No Record

Below is given the destination of lumber exported (water-borne) from the Fraser River for the past seven years with the percentage for each country, viz:

	1944	1945	1946	1947	1948	1949	1950
Australia	9%	13%	8%	5%	6%	9%	5%
California	Nil	2%	1%	1%	1%	1%	1%
Canadian Atlantic							
Coast	Nil	Nil	1%	Nil	Nil	Nil	1%
Orient	Nil	Nil	6%	3%	1%	5%	1%
Other Countries	8%	Nil	11%	19%	7%	10%	7%
South Africa	10%	7%	22%	7%	10%	6%	2%
United Kingdom	73%	78%	51%	65%	63%	36%	18%
U.S. Atlantic Coast	Nil	Nil	Nil	Nil	12%	33%	65%

#### COMPARATIVE RECORD OF DEEP-SEA EXPORTS AND IMPORTS, 1927 - 1950

		Exports Total Cargo	Imports Total Cargo	Exports and Imports Grand Total
<b>Year</b> 1927		<b>Tons</b> 336,767	Tons 10,444	<b>Tons</b> 347,211
1928		367,313	5,942	373,255
1929		376,836	12,873	389,708
1930		395,340	36,270	431,610
1931		420,544	13,465	434,009
1932		446,754	14,634	461,388
1933		657,879	20,699	678,578
1934		766,299	36,127	802,426
1935		710,939	29,264	740,203
1936		977,163	30,856	1,008,019
1937		868,026	25,442	893,468
1938		865,127	22,182	887,309
1939		1,051,207	20,465	1,071,672
1940		871,487	24,766	896,253
1941	***************************************	336,969	11,407	348,376
1942		315,668	4,292	319,960
1943		443,446	Nil	443,446
1944		331,069	5,493	336,562
1945		615,962	6,823	622,785
1946		804,282	2,507	806,789
1947	•••••	1,052,447	6,054	1,058,501
1948	•	769,650	24,194	793,844
1949	•	836,586	47,278	883,864
1950		723,101	77,974	801,075

### COMPARATIVE RECORD OF LOCAL COASTWISE EXPORTS AND IMPORTS, 1935 - 1950

		Total Cargo	Total Cargo	Grand Total Inward and
		Outward	Inward	Outward
Year		Tons	Tons	Tons
1935		2,230	711,684	713,914
1936		100,231	899,618	999,849
1937		109,614	862,243	971,857
1938		258,284	874,585	1,132,869
1939		265,444	936,200	1,201,644
1940		166,302	1,118,163	1,284,465
1941		375,858	1,266,461	1,642,319
1942		427,602	1,219,608	1,647,210
1943		315,730	1,109,588	1,425,318
1944		304,627	1,096,353	1,400,980
1945	******	313,541	1,021,414	1,334,955
1946		475,947	1,032,756	1,508,703
1947	***************************************	462,922	1,153,864	1,616,785
1948	***************************************	561,556	1,225,613	1,787,169
1949		600,840	1,256,797	1,857,637
1950		617,485	1,465,915	2,083,400

## COMPARATIVE RECORD OF LUMBER PRODUCED AND SHIPPED BY MANUFACTURERS ON THE LOWER FRASER RIVER 1923 - 1950

	Production	Water	Rail	Local
Year	Board Feet	Board Feet	Board Feet	Board Feet
1923	290,000,000	78,600,000	168,000,000	43,200,999
1924	322,086,000	119,469,000	153,736,000	40,527,000
1925	417,952,785	171,459,665	176,787,793	62,386,550
1926	459,806,957	211,230,950	178,779,482	56,750,612
1927	491,163,000	212,045,613	196,451,199	55,620,559
1928	494,692,143	201,307,000	234,024,755	59,795,602
1929	520,538,698	247,190,233	199,863,278	68,206,674
1930	445,247,843	227,163,260	151,778,294	74,394,630
1931	328,427,547	200,823,998	81,675,587	58,198,507
1932	318,687,465	206,131,114	64,494,173	49,794,546
1933	326,757,943	231,697,480	54,217,342	53,722,907
1934	373,559,738	252,754,935	63,573,133	52,406,347
1935	431,851,369	262,546,820	97,796,820	69,832,369
1936	630,180,425	274,393,766	122,988,968	107,625,755
1937	635,913,000	385,793,000	140,494,000	100,751,000
1938	665,100,000	380,904,000	151,362,000	132,834,000
1939	772,743,000	485,451,000	160,149,000	124,066,000
1940	799,090,000	438,200,000	204,437,000	154,545,000
1941	820,456,000	225,129,000	412,899,000	178,374,000
1942	755,972,000	193,380,000	403,684,000	189,431,000
1943	662,383,000	269,081,000	239,434,000	147,961,000
1944	655,423,000	277,727,000	199,782,000	166,880,000
1945	626,692,000	280,506,000	165,712,000	175,235,000
1946	691,601,000	300,035,000	179,729,000	219,140,000
1947	906,298,000	410,413,000	279,090,000	244,085,000
1948	924,794,000	362,541,000	289,843,000	263,907,000
1949	969,442,000	391,980,000	350,122,000	274,227,000
1950 1	,157,429,000	476,074,000	427,055,000	252,312,000

### COMPARATIVE RECORD OF SHINGLE PRODUCTION ON THE LOWER FRASER RIVER, 1927 — 1950

Year	Production Squares
1927	 1,783,000
1928	 1,961,000
1929	 1,549,000
1930	 1,158,000
1931	 890,000
1932	 972,000
1933	 890,000
1934	 825,000
1935	 1,500,000
1936	 1,500,000
1937	 1,350,000
1938	 1,375,000
1939	 1,750,000
1940	 1,750,000
1941	 1,850,000
1942	 1,700,000
1943	 1,000,000
1944	 1,075,000
1945	 1,035,000
1946	 1,200,000
1947	 1,300,000
1948	 1,200,000
1949	1,325,000
1950	 1,500,000

Shingles are principally shipped by rail, water borne exports for 1950 — 26,741 squares.



M.S. "Axel Salen" (Swedish) loading fertilizer for Philippine Islands. PACIFIC COAST TERMINALS

## NEW WESTMINSTER DISTRICT PILOTAGE AUTHORITY

#### COMMISSIONERS

William Gifford, Chairman

Kilburn K. Reid, M.B.E.

George L. Cassady, K.C.

F. P. Matheson, Secretary-Treasurer

Six Pilots are engaged by the Pilotage Authority at the present time and are listed below:

Capt. B. S. Potts

Capt. H. L. Gilley

Capt. J. F. Colbourne

Capt. L. F. McQuarrie

Capt. M. Duncan

Capt. J. S. Dennis (Emergency Pilot)

#### PILOT STATION

 A Pilotage Boarding Station is maintained within one mile seaward of the Sandheads Lightship entrance to the Fraser River.

#### PILOTAGE DUES

Authority, Chapter 2 of the By-laws of New Westminster Pilotage District, as follows:

- (a) No vessel shall be compelled to accept the services of a pilot within the Pilotage District but the payment of pilotage dues shall be compulsory for vessels of over two hundred and fifty (250) net registered tons except in case of the ships exempted under the provisions of the "Canada Shipping Act" and amendments thereto.
- (b) Notwithstanding anything herein contained no vessel shall be exempted on any ground whatever from liability to pay pilotage dues if such vessel voluntarily takes on board a pilot to pilot the vessel; and any ship using other than the vessel's own signed-on officers as pilot must use those holding licences issued by the said Pilotage Authority.
- (c) Subject as hereinbefore provided pilotage dues shall be payable for any vessel entering into or clearing from the Pilotage District as follows:
  - (1) For any vessel under sail the sum of Two (\$2.00) Dollars per foot draught of water and one cent per net registered ton but shall not be less than the sum of Twenty-five (\$25.00) Dollars.
  - (2) For any vessel in tow of another vessel the sum of One (\$1.00) Dollar per foot draught and one cent per net registered ton but shall not be less than the sum of Twenty-five (\$25.00) Dollars.
  - (3) For any steam or motor vessel the sum of One (\$1.00) Dollar per foot draught and one cent per net registered ton but shall not be less than the sum of Twenty-five (\$25.00) Dollars.
  - (4) In addition to such dues as are hereinbefore provided, for any vessel entering into or clearing from that portion of the Pilotage District between the mouth of the Pitt River and

Kanaka Creek an additional sum of Fifty cents (50c) per foot draught and one-half cent per net registered ton but shall not be less than the sum of Twenty-five (\$25.00) Dollars.

- (5) In calculating pilotage dues any fraction of a foot not exceeding six inches shall be paid for as half a foot and a fraction of a foot exceeding six inches shall be paid for as a foot.
- (6) In addition to the charges set out in paragraphs (1) to (5) hereof there shall be a temporary surcharge of twenty (20%) per cent.
- (d) For any vessel entering into the New Westminster Pilotage District except vessels exempted from payment of Pilotage dues under sub-section (a) of this By-law there shall be payable for pilot boat services the sum of Five (\$5.00) Dollars and for any vessel clearing from the New Westminster Pilotage District, subject as aforesaid, for pilot boat services the sum of Five (\$5.00) Dollars.

#### 3. For the moving of a vessel:

- (a) From any point between the mouth of the Pitt River and Westminster Bridge to any point below said Westminster Bridge or from any point below said Westminster Bridge to any point west of the mouth of the Pitt River the sum of Twenty (\$20.00) Dollars and from or to any point east of the mouth of the Pitt River an additional sum of Fifteen (\$15.00) Dollars.
- (b) For any other moving the sum of Fifteen (\$15.00) Dollars.



# COMPARATIVE RECORD OF PILOTAGE RECEIPTS Fiscal Year April 1st to March 31st 1921 to 1950 (Incl.)

	No. of Vessels	
Year	Dues Were Paid	Receipt <b>s</b>
1921	 . 57	\$ 1,429.19
1922	 . 81	3,515.63
1923	 . 100	4,830.83
1924	 . 127	10,134.58
1925	 . 205	16,184.12
1926	 . 196	18,603.44
1927	 . 198	15,289.87
1928	 . 205	20,674.13
1929	 . 258	26,197.93
1930	 . 304	31,877.97
1931	 . 303	32,767.40
1932	 . 318	33,481.14
1933	 . 406	42,158.99
1934	 . 462	48,181.62
1935	 . 433	45,412.76
1936	 . 510	53,517.79
1937	 . 470	49,421.29
1938	 . 479	49,412.73
1939	 . 511	53,221.76
1940	 . 333	28,481.36
1941	 159	11,041.90
1942	 . 109	14,061.46
1943	 89	10,867.40
1944	 . 114	15,549.02
1945	 . 187	26,452.81
1946	 . 311	39,473.08
1947	 345	47,908.73
1948	 285	41,096.23
1949	 335	53,078.87
1950	 354	58,102.64

#### THE CITY OF NEW WESTMINSTER

Information supplied by the New Westminster Board of Trade



#### HISTORICAL

- 1808—Simon Fraser reached the Pacific Ocean via the Fraser River.
- 1858—Lt.-Col. Moody, with a detachment of Royal Engineers, arrived on the Fraser River.
- 1859—January 28th—Lt.-Col. Moody moved the capital of British Columbia to New Westminster, and on July 20th, 1859, Queen Victoria by proclamation, gave the City its present name. New Westminster remained the capital until the 25th day of May, 1868, when it was moved to Victoria.
- 1860—City of New Westminster incorporated, embodying in its coat-of-arms:
  - A Ship in Full Sail.
  - A Pine Tree.
  - A Plowshare.
  - A Salmon.

Representing at that time the primary industries of the City and District.

- 1863—First Public School built on Royal Avenue.
- 1864—First session of B.C. Legislative Council held in New Westminster.
- 1864—Export of B.C. Lumber inaugurated by the sailing vessel "Kinnaird", which carried 400,000 feet of Douglas Fir from the Fraser River to Australia.
- 1871—First Salmon cannery built on the Fraser River packed 9000 cases.
- 1884—First High School on the Mainland established in New Westminster.
- 1898—Great Fire; waterfront and business section of City destroyed, \$2,500,000 damage.
- 1899—Rebuilt bigger and better, with steady growth to present day.
- 1951—Now one of the most progressive seaports on the Pacific Coast.

### NEW WESTMINSTER, POTENTIAL GIANT IN THE SHIPPING AND INDUSTRIAL WORLD

Industrial and Commercial development in the City of New Westminster and the immediate surrounding area has been nothing short of phenomenal during the past ten years. In 1940 it was estimated that the gross annual production from all sources was approximately \$40,000,000. 1950 figures point to an estimate of about \$85,000,000 or nearly one-tenth of the total gross production of the Province of British Columbia. Many new industries have been established in the area and existing manufacturing plants have expanded considerably.

The following list shows the many articles of manufacture produced by New Westminster's industrial community:

Dimension lumber and heavy construction timbers; sash, doors and cabinets; Cedar shingles, box shooks; Plywoods in plain and fancy finishes; Special wood products made to order; Broom and mop handles; Wooden pole line materials; Preserved wood products; Home and office furniture; Building supplies; Adhesives; Paperhousehold, wax, tissues and fruit wraps; Fireproof wallboard and insulation; Rope and twine; Hardboard; Canned salmon, fruits and vegetables; Frozen fruits and vegetables; Peat products; Farm feed and poultry supplies; Industrial alcohol; Distilled and brewed products; Dairy products; Meats, fresh and cured; Margarine; Tents and canvas products; Leather; Beekeeper's supplies; Cement products; Iron and bronze castings; Furnaces and stokers: Ornamental ironwork; Iron and steel fabricating; Steel tanks; Sheet metal products; Chemical fertilizers; Heavy and light machinery; Coastal vessels, barges, fishing boats and tugs (both wooden and steel); and many other articles of manufacture.

Population increase over the past decade has also been beyond the most liberal predictions of the late 30's. The following comparison with the last Dominion Census figures in 1941 shows an eight-year increase which tells a startling, yet factual story of expansion in this Lower Fraser Valley area, and foretells without further emphasis, a future for New Westminster that leaves nothing to be desired:

Area The City of New Westminster Greater New Westminster, including South Burnaby, the District of Coquitlam, the Northern half of the Municipal-	1941 Census 21,967	Present Estimate 35,000
ity of Surrey, eastern Richmond and Delta	52,900	85,000
of thirty-five miles east and south-east and twenty miles south)	100,000	170,000
Vancouver	425,000	600,000

For ninety years a thriving fresh water seaport, New Westminster, the second largest industrial centre in British Columbia, has no fear of the future. With its past record in the export market and its capacity to readily serve the rapidly expanding domestic market in Western Canada, New Westminster, Canada's Royal City and a Queen among Pacific Coast seaports stands out in front at the opening of a brilliant chapter in the history of Canada's Pacific Coast region.

#### **STATISTICS**

THE CORPORATION OF THE CITY owns a large portion of the waterfront on the main river which is leased to various industries; the electric light distribution system; the waterworks distribution system; the Fraser Valley Farmers' Market.

POPULATION: New Westminster City, 35,000; Trading District, 170,000; City area, 4,394 acres.

CHURCHES: Twenty-five.

HOSPITALS: Public, 2; private, 2.

PARKS: Ten. Total acreage, 175 acres.

SCHOOLS: Public, 8; Junior High, 1; High, 1; Technical, 1; Private, 3.

TELEPHONES: A modern exchange of approximately 13,000 telephones.

AMUSEMENTS: Theatres, 5; Civic Arena, seating capacity, 5,500; Modern Concert Auditorium, seating capacity, 1,400; Up-to-date library.

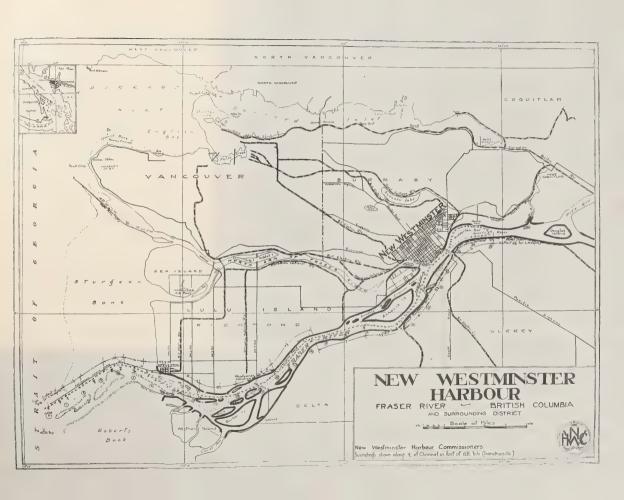
CEMENT SIDEWALKS: Seventy-six miles.

SEWERS: Eighty miles.

ROADS: Eighty miles (77 miles hard-surfaced).

New Westminster is located 21 miles inland from the Gulf of Georgia on the North Bank of the Fraser River. It is 21 miles by highway from the Canadian-U.S.A. boundary at Blaine, and 12 miles from Vancouver, B.C.











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Printers and Bookbinders

New Westminster, B.C.

#### OF NEW WESTMINSTER BRITISH COLUMBIA Government Publication 5196 COQUITLAM LAKE EST ANCOUVER NORTH VANCOUVER URRARD INLET COUVER COQUITLAM BURNABY PORT MOODY POINT PITT MEADOWS GREY SOUTH MAPLE RIDGE FRASER VANCOUVER NEW SEA LULU ISLAND FRASER SURREY SOUTH P DELTA WESTHAM LANGLEY ISLAND BOUNDARY BAY CANADA STATES inual Report 1951 THE NEW WESTMINSTER HARBOUR COMMISSIONERS)



### ANNUAL REPORT

OF

## THE NEW WESTMINSTER HARBOUR COMMISSIONERS

#### For the Year 1951



#### COMMISSIONERS

KILBURN K. REID, M.B.E., Chairman WILLIAM GIFFORD GEORGE L. CASSADY, Q.C.

#### OFFICIALS

H. E. GORDON, Secretary-Treasurer
CAPTAIN J. E. CLAYTON, Harbour Master
W. G. SWAN, C.E., M.E.I.C., Consulting Engineer
MARION K. GRIFFIN, Statistician



THE HONOURABLE LIONEL CHEVRIER, Q.C. MINISTER OF TRANSPORT

## THE NEW WESTMINSTER HARBOUR COMMISSIONERS

10th April, 1952.

The Hon. Lionel Chevrier, Q.C.,
Minister of Transport,
Ottawa, Canada.

Sir:

A Report of Operations for the calendar year 1951 is herewith respectfully submitted.

Yours respectfully,

KILBURN K. REID, Chairman.

WILLIAM GIFFORD, Commissioner.

GEORGE L. CASSADY, Commissioner.



A SECTION OF THE NEW WESTMINSTER HARBOUR SHOWING OVERSEAS TRANSPORT BERTHS AND PATTULLO BRIDGE ON RIGHT

-- THE STRIDE STUDIO, NEW WESTMINSTER

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KILBURN K. REID, M.B.E. CHAIRMAN



WM. GIFFORD



GEO. L. CASSADY, Q.C.

MEMBERS
NEW WESTMINSTER
HARBOUR COMMISSION

# ANNUAL REPORT



#### FOREWORD . . .

The Port of New Westminster shipping activities were regarded as very successful during the year 1951. Total export cargo tonnage of 854,454 tons reached the highest since the year 1947. An increase of 52 deep-sea vessels was recorded over the previous year. The heavy import cargo tonnage of 81,866 tons reached an all-time high for the Port.

Export gains were shown in lumber, shingles, box shooks, plywood, bar metal, flour, canned salmon and woodpulp. Wheat export of 5,385,733 bushels marked the highest in the port's history.

Contained in the following pages you will find statistics and general information concerning the Port of New Westminster.



AN AERIAL VIEW OF PACIFIC COAST TERMINALS CO. LTD.

#### **SHIPPING**

Statement showing the total number of vessels, with net registered tonnage, arrived and departed during the calendar year 1951 with comparative figures for 1950:

#### (1) DEEP-SEA OR OCEAN-GOING:

Arrivals				
Year	No. of Ves	sels	Net Reg. Toni	nage
1951			1,615,502	
1950	342		1,393,731	
Departures				
1951	391		1,607,303	
1950			1,383,715	
(2) COASTAL:				
Arrivals				
1951	1,926		498,616	
1950	1,940		529,048	
Departures				
1951	1.989		491,458	
1950			521,011	
(3) SUMMARY:				
Arrivals				
Classification				
Deep-sea or Ocean-goin	g 394		1,615,502	
Coastal	1,926		498,616	
		2,320		2,114,118
Departures				
Deep-sea or Ocean-goin	g 391		1,607,303	
Coastal	1,989		491,458	
		2,380		2,098,761
GRAND TOTAL	_	4,700		4,212,879

#### CARGO TONNAGE

Statement showing the total quantity of water-borne cargo tonnage landed from and loaded on vessels, during the calendar year 1951 with comparison for 1950:

Tons (2,000 lbs.)			
Classification	Inward	Outward	Total
FOREIGN	81,866	854,454	936,320
DOMESTIC	1,413,846	595,910	2,009,756
Total 1951	1,495,712	1,450,364	2,946,076
Total 1950	1,543,889	1,340,586	2,884,475

#### PRINCIPAL DEEP-SEA EXPORTS

1900 - 1901	1	950	_	1951
-------------	---	-----	---	------

COMMODITY	QUANTITY	
	1950	1951
Lumber, bd. ft.	296,025,681	325,118,708
Shingles, bdls.	106,962	111,893
Fir Ties, bd. ft.	1,897,959	116,450
Box Shooks, cu. ft.	enteres e	82,509
Plywood, sq. ft.	1,472,772	19,830,934
Woodpulp, tons	1,871	8,659
Bar Metal, (lead, zinc, cadmium,		
white metal), tons	39,676	78,636
Sulphate of Ammonia, tons .	75,271	64,814
Ammonium Phosphate, tons	20,704	16,683
Nitraprills, tons	19,191	West Artis, and
Grain, bushels	2,845,462	5,385,733
Flour, tons	1,328	2,008
Canned Salmon, tons	265	1,320
Canned Herring, tons	124	39
Apples, boxes	1,053,921	752,685
Meats, (assorted), tons	663	319
General, tons	1,824	1,798

#### PRINCIPAL DEEP-SEA IMPORTS

1950 - 1951

1930 - 1931		
	1950	1951
Ore, tons	29,850	27,024
Cocoanut, tons	10	1
Pineapple Juice, cases	75,855	41,977
Pineapple, cases	15,835	98,085
Rice, tons	17,037	27,779
Phosphate Rock, tons	8,065	
General, tons	35	250
Concentrates, tons	21,100	20,678
Coffee, tons	18	398
Logs, (Mahogany), bd. ft.	44,945	-

#### LOCAL COASTWISE CARGO TONNAGE

OUTWARD	TONS (2,	000 lbs)
	1950	1951
Sand, Gravel and Rock	352,800	350,976
Gypsum	10,340	665
Hogfuel	120,000	104,000
Miscellaneous	750	304
C.N.R. Barge and Ferry Service		
(Cargo in Transit)	133,595	139,965
	617,485	595,910
INWARD	4050	
Cement	<b>1950</b> 27,552	<b>1951</b> 33,118
Clam and Oyster Shells	3,555	1,769
	34.585	20,785
Coal	, , , ,	· ·
Oil Products	13,686	5,100
Lime	_	579
Logs (approx.)	1,232,493	1,186,229
Miscellaneous	1,200	170
Woodpulp	8,749	7,371
C.N.R. Barge and Ferry Service		
(Cargo in Transit)	144,095	158,725
	1,465,915	1,413,846

#### NOTE: FOREIGN COASTWISE

1,826 tons of oyster shells were imported from Washington, U.S.A. 122,036 tons of wood chips and 7,938 tons of lumber were exported to Washington, U.S.A.

## EXPORTS BY COUNTRIES GREAT BRITAIN AND COMMONWEALTH

UNITED KINGDOM	V ENEIN	
Agricultural Products	Tons	
Flour Wheat		
	107,010	
Fish Products Canned Salmon	1,211	
Forest Products		
Broomhandles	74	
Hardboard	154	
Lumber		
Plywood		
Fir Ties		
Shingles	· · · · · · · · · · · · · · · · · · ·	
Veneer	36	
Fruit Products		
Apples	18,415	
Manufactured Products  Battery Separators  Miscellaneous  Woodpulp  Fuller's Earth	48 31 8,659 67	
Mineral Products		
Lead		
Zine	51,998	590,413
Forest Products  Broomhandles  Lumber  Shingles	3,958	390,413
Manufactured Products		
Paper (toilet)	8	
Rope	1	
Miscellaneous	1	1.000
		4,032

THE COMMISSION INC.		10
EXPORTS—(Continued) Agricultural Products SOUTH AFRICA	Tons	
Wheat	5,191	
Forest Products		
Broomhandles  Lumber  Plywood	6 17,392 157	
Shingles	45	22,791
Fish Products  Convert Salvano	2	
Canned Salmon	2	2
AUSTRALIA Forest Products		
Box Shooks	847	
Lumber	35,269	
Manufactured Products		
Battery Separators Miscellaneous	102 1	
Paper (toilet)	28	
TASMANIA		36,250
Forest Products		
Box Shooks	500	500
NEW ZEALAND Forest Products		300
Shingles Lumber Plywood	39 5,628 18	
Manufactured Products		
Battery Separators Miscellaneous Paper (toilet) Paper (fruitwrap tissue)	19 70 616 109	6,499
SAMOA		0,100
Canned Herring Canned Salmon	26 26	
Forest Products	20	
Lumber	1,783	

EXPORTS—(Continued)		
SAMOA Manufactured Products		
Manufactured Products  Miscellaneous	Tons 4	
Paper (bags)	3	
Paper (bags) Paper (unused Newsprint)	2 2	
Paper (book)	2	1,846
CEYLON		1,040
Forest Products		
Flooring .	75	
Lumber	1,245	1,320
FIJI ISLANDS		1,020
Forest Products	2.005	
	2,995	
Manufactured Products		
Miscellaneous Paper (unused Newsprint)	11 22	
Paper (wrapping)	1	
		3,029
FRIENDLY ISLANDS Forest Products		
Lumber	554	
Plywood	10	
CANADIAN ATLANTIC COAST		564
Forest Products		
Lumber	1,110	
Shingles	177	1 207
EUROPE		1,287
BELGIUM		
Agricultural Products		
Wheat1	1,538	
Forest Products		
Lumber	684	
Shingles	125	12.347
HOLLAND		12,04/
Agricultural Products		
Wheat	3,360	
Forest Products		
Lumber .	337	2 (07
		3,697

		*********	
EXPORTS—(Continued)	GREECE		
Forest Products Lumber		<b>Tons</b> 1,320	
Mineral Products	SWITZERLAND	<del></del>	1,320
Zinc		672	672
Manufactured Products	GERMANY		0,2
Copper Matte		503	503
	ASIA ARABIA		
Forest Products  Lumber		600	
Plywood	PALESTINE	223	823
Forest Products		9,117	
Manufactured Products			
	INDIA		9,129
Agricultural Products Wheat		27,870	
Manufactured Products Battery Separators		12	
nattery Separators	CHINA		27,882
Forest Products  Lumber		2,700	
Manufactured Products Miscellaneous		13	
	JAPAN		2,713
Agricultural Products Flour Wheat		200 4,122	
Manufactured Products	e	710	
			5,075

	ANNUAL R	
EXPORTS—(Continued) FORMOSA		
Manufactured Products Sulphate of Ammonia	Tons 2,500	2 500
NORTH AMERICA		2,500
UNITED STATES OF AM: Animal Products	ERICA	
Meats (assorted)	2	
Forest Products		
Lath		
LumberPlywood	19,219 48	
Fish Products		
Canned Salmon	5	
Manufactured Products		
Barley Malt	44	
Fish Meal	40	19,373
MEXICO		12,070
Manufactured Products  Miscellaneous	2	
Miscenaneous	3	3
CENTRAL AMERIC	A	
Agricultural Products GUATEMALA		
Flour	218	
Manufactured Products		
Miscellaneous		
Whiskey	5	258
SALVADOR		230
Agricultural Products	7/	
Flour	76 	76
CANAL ZONE		, 0
Agricultural Products Flour	174	
Oats (rolled)	174 1	
Fish Products		
Canned Salmon	5	
Forest Products		
Broomhandles Manufactured Products	5	
Paper (toilet)	33	
-		218

TIARDOUR COMMISSIONERS		1/
EXPORTS—(Continued) SOUTH AMERICA VENEZUELA		
Manufactured Products  Paper (napkins and towels)  Paper (toilet)  Paper (towels)	Tons 14 58 11	
_		83
Agricultural Products Flour	164	
Fish Products Canned Salmon	9	
Manufactured Products Paper (toilet)	12	185
Agricultural Products  General	5	165
Fish Products Canned Salmon	5	10
Agricultural Products Oats (rolled)	10	10
Manufactured Products  Battery Separators Miscellaneous	4 61	
CHILE Fish Products		75
Canned Salmon	33	
Lumber	124	
Manufactured Products GeneralRice	8 892	1,057
Mineral Products		2,30.
Lead	110	110

Tons   Lumber   192   192   193   194   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195			
Tons   Lumber   192   192   193   194   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195   195	EXPORTS—(Continued)		
Mineral Products	Forest Products		
Mineral Products           Lead         656           WEST INDIES           DOMINICAN REPUBLIC           Manufactured Products         750           Sulphate of Ammonia         10           CURACAO ISLAND           Forest Products           Paper (toilet)         8           HAWAIIAN ISLANDS           Animal Products         317           Fish Products         10           Canned Salmon         8           Forest Products         10           Lath         190           Lumber         10,553           Panelling         18           Shingles         683           Shakes         64           Manufactured Products         4           Ammonium Phosphate         11,025           Barley Malt         121           Fish Meal         263           Miscellaneous         17           Peat Moss         79           Sulphate of Ammonia         61,304           Whiskey         10           Cattle Feed         110           Paper (toilet)         3	BRAZII.		192
WEST INDIES   DOMINICAN REPUBLIC	Mineral Products		
DOMINICAN REPUBLIC	Lead	656	656
Manufactured Products       750         Sulphate of Ammonia       10         CURACAO ISLAND         Forest Products         Plywood       10         Manufactured Products         Paper (toilet)       8         HAWAHAN ISLANDS         Animal Products       317         Fish Products       10         Canned Salmon       8         Forest Products       10         Lath       190         Lumber       10,553         Panelling       18         Shingles       683         Shakes       64         Manufactured Products       11,025         Ammonium Phosphate       11,025         Barley Malt       121         Fish Meal       263         Miscellaneous       17         Peat Moss       79         Sulphate of Ammonia       61,304         Whiskey       10         Cattle Feed       110         Paper (toilet)       3	WEST INDIES		
Ammonium Phosphate 750 Sulphate of Ammonia 10  CURACAO ISLAND  Forest Products Plywood 10  Manufactured Products Paper (toilet) 8  HAWAIIAN ISLANDS  Animal Products Meats (assorted) 317  Fish Products Fish (frozen) 10 Canned Salmon 8  Forest Products  Lath 190 Lumber 10,553 Panelling 18 Shingles 683 Shakes 64  Manufactured Products  Ammonium Phosphate 11,025 Barley Malt 121 Fish Meal 263 Miscellaneous 79 Sulphate of Ammonia 61,304 Whiskey 10 Cattle Feed 110 Paper (toilet) 3			
Sulphate of Ammonia		750	
CURACAO ISLAND   Torest Products   Plywood   10   Manufactured Products   Paper (toilet)   8			
Forest Products           Plywood         10           Manufactured Products         8           Paper (toilet)         8           HAWAIIAN ISLANDS           Animal Products         317           Fish Products         10           Fish (frozen)         10           Canned Salmon         8           Forest Products         190           Lumber         10,553           Panelling         18           Shingles         683           Shakes         64           Manufactured Products         11,025           Barley Malt         121           Fish Meal         263           Miscellaneous         17           Peat Moss         79           Sulphate of Ammonia         61,304           Whiskey         10           Cattle Feed         110           Paper (toilet)         3	CUDACAO IGLAND		760
Manufactured Products       8         HAWAIIAN ISLANDS         Animal Products       317         Fish Products       10         Fish (frozen)       10         Canned Salmon       8         Forest Products       190         Lumber       10,553         Panelling       18         Shingles       683         Shakes       64         Manufactured Products       11,025         Barley Malt       121         Fish Meal       263         Miscellaneous       17         Peat Moss       79         Sulphate of Ammonia       61,304         Whiskey       10         Cattle Feed       110         Paper (toilet)       3	Forest Products		
Paper (toilet)	Plywood	10	
HAWAIIAN ISLANDS	Manufactured Products		
HAWAIIAN ISLANDS         Animal Products       317         Fish Products       10         Canned Salmon       8         Forest Products       190         Lath       190         Lumber       10,553         Panelling       18         Shingles       683         Shakes       64         Manufactured Products       11,025         Barley Malt       121         Fish Meal       263         Miscellaneous       17         Peat Moss       79         Sulphate of Ammonia       61,304         Whiskey       10         Cattle Feed       110         Paper (toilet)       3	Paper (toilet)	8	18
Meats (assorted)       317         Fish Products       10         Canned Salmon       8         Forest Products       190         Lath       190         Lumber       10,553         Panelling       18         Shingles       683         Shakes       64         Manufactured Products       11,025         Barley Malt       121         Fish Meal       263         Miscellaneous       17         Peat Moss       79         Sulphate of Ammonia       61,304         Whiskey       10         Cattle Feed       110         Paper (toilet)       3			10
Fish (frozen)       10         Canned Salmon       8         Forest Products       190         Lath       190         Lumber       10,553         Panelling       18         Shingles       683         Shakes       64         Manufactured Products       11,025         Barley Malt       121         Fish Meal       263         Miscellaneous       17         Peat Moss       79         Sulphate of Ammonia       61,304         Whiskey       10         Cattle Feed       110         Paper (toilet)       3	Animal Products	217	
Fish (frozen)       10         Canned Salmon       8         Forest Products       190         Lath       190,553         Panelling       18         Shingles       683         Shakes       64         Manufactured Products       11,025         Barley Malt       121         Fish Meal       263         Miscellaneous       17         Peat Moss       79         Sulphate of Ammonia       61,304         Whiskey       10         Cattle Feed       110         Paper (toilet)       3		31/	
Canned Salmon       8         Forest Products       190         Lumber       10,553         Panelling       18         Shingles       683         Shakes       64         Manufactured Products       11,025         Barley Malt       121         Fish Meal       263         Miscellaneous       17         Peat Moss       79         Sulphate of Ammonia       61,304         Whiskey       10         Cattle Feed       110         Paper (toilet)       3	Fish (frozen)	10	
Lath       190         Lumber       10,553         Panelling       18         Shingles       683         Shakes       64         Manufactured Products       11,025         Barley Malt       121         Fish Meal       263         Miscellaneous       17         Peat Moss       79         Sulphate of Ammonia       61,304         Whiskey       10         Cattle Feed       110         Paper (toilet)       3	Canned Salmon		
Lumber       10,553         Panelling       18         Shingles       683         Shakes       64         Manufactured Products       11,025         Barley Malt       121         Fish Meal       263         Miscellaneous       17         Peat Moss       79         Sulphate of Ammonia       61,304         Whiskey       10         Cattle Feed       110         Paper (toilet)       3	Forest Products		
Panelling       18         Shingles       683         Shakes       64         Manufactured Products         Ammonium Phosphate       11,025         Barley Malt       121         Fish Meal       263         Miscellaneous       17         Peat Moss       79         Sulphate of Ammonia       61,304         Whiskey       10         Cattle Feed       110         Paper (toilet)       3			
Shingles       683         Shakes       64         Manufactured Products         Ammonium Phosphate       11,025         Barley Malt       121         Fish Meal       263         Miscellaneous       17         Peat Moss       79         Sulphate of Ammonia       61,304         Whiskey       10         Cattle Feed       110         Paper (toilet)       3			
Manufactured ProductsAmmonium Phosphate11,025Barley Malt121Fish Meal263Miscellaneous17Peat Moss79Sulphate of Ammonia61,304Whiskey10Cattle Feed110Paper (toilet)3	Shingles		
Ammonium Phosphate 11,025 Barley Malt 121 Fish Meal 263 Miscellaneous 17 Peat Moss 79 Sulphate of Ammonia 61,304 Whiskey 10 Cattle Feed 110 Paper (toilet) 3	Shakes	64	
Barley Malt       121         Fish Meal       263         Miscellaneous       17         Peat Moss       79         Sulphate of Ammonia       61,304         Whiskey       10         Cattle Feed       110         Paper (toilet)       3	Manufactured Products	44.627	
Fish Meal       263         Miscellaneous       17         Peat Moss       79         Sulphate of Ammonia       61,304         Whiskey       10         Cattle Feed       110         Paper (toilet)       3		,	
Miscellaneous 17 Peat Moss 79 Sulphate of Ammonia 61,304 Whiskey 10 Cattle Feed 110 Paper (toilet) 3			
Sulphate of Ammonia	Miscellaneous		
Whiskey 10 Cattle Feed 110 Paper (toilet) 3	Sulphate of Ammonia		
Paper (toilet)3	Whiskey	10	
		, , , ,	
(17,77	apor (torret)		84,775

TIARDOCK COMMISSIONERS		19
EXPORTS—(Continued) PHILIPPINE ISLANDS		
Manufactured Products	Tons	
Ammonium PhosphateSulphate of Ammonia	4,198 1,000	
- Eurphate of Financial	1,000	5,198
NEW CALEDONIA		
Forest Products		
Lumber	1,273	
Fish Products		
Canned Salmon	2	
Manufactured Products		
Paper (toilet)	2	
Paper (wrapping)	29	
Paper (bags)	7	
Whiskey	20	1,333
SOCIETY ISLANDS Agricultural Products		1,000
Flour	441	
Fish Products	111	
Canned Herring	13	
Canned Salmon	13	
Forest Products	* 1	
Lumber	1,359	
Plywood	1,339	
Manufactured Products		
Barley Malt	89	
Battery Separators	73	
Miscellaneous	3	
Paper (toilet)	1	0.010
NEW HEBRIDES		2,012
Forest Products		
Lumber	497	
-		497
PORTUGUESE EAST AFRIC	A	
Forest Products		
Lumber	2,336	
Plywood	35	2,371
		2,071
GRAND TOTAL		854,454

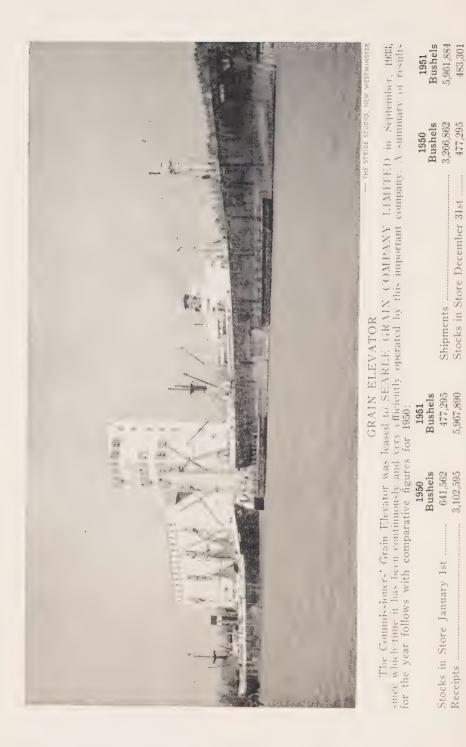
#### IMPORTS BY COUNTRIES

#### SOUTH AMERICA COLOMBIA

Coffee	Tons 261	
		261
ECUADOR	# O	
Coffee		
General	250	302
PERU		002
Coffee	46	
Concentrate		
Miscellaneous		
Ore	13,188	20 275
		28,375
CHILE Concentrate	3,305	
Ore		
		17,141
Rice	14.044	
Rice	14,944	14,944
HAWAIIAN ISLANDS		1,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Cocoanut	1	
Coffee	*	
Miscellaneous		
Nectar		
Pineapple (canned)	1,998	
Pineapple (fresh)	1	
Pineapple Juice (canned)	1,152	
		3,244
AUSTRALIA		
Beef Loaf (canned)	. 53	
Hardboard		
Milk (skim)		
Miscellaneous		
Wool	121	226
NEWFOUNDLAND		
Concentrate	2,236	
		2,236

HARBOUR COMMISSIONERS		21
IMPORTS—(Continued)  HOLLAND  Nitrophosphate  Miscellaneous	Tons 2,276	2,277
Rice	1,102	1,102
Rice	11,733	11,733
BRITISH WEST INDIES BARBADOS Molasses	23	23
Miscellaneous UNITED KINGDOM	2	2
GRAND TOTAL		81,866





#### FINANCIAL

### Ordinary Revenue Account for Year Ended December 31st, 1951.

Grain Elevator Rental \$24,652.30

R	e	v	e	n	11	e	•

	Ψ = .,σσ=.σσ	
Water Lot Rentals	20,327.04	
Harbour Dues	37,924.73	
Bank and Bond Interest	920.25	
Total Revenue		\$ 83,824.32
Expenditure:		
Administration	\$ 26,404.97	
Interest on Government Loans (Elevator)	30,299.76	
Capital Additions (Elevator)	825.00	
Repairs and Renewals (Elevator)	14,160.04	
Robson Island Purchase	5,219.00	
Total Expenditures		\$ 76,908.77
		\$ 6,915.55
Provision for Doubtful Accounts		58.00

Excess of Revenue over Expenditure \$ 6,857.55

## GENERAL DESCRIPTION OF

#### NEW WESTMINSTER HARBOUR



The Harbour of New Westminster extends from a line drawn north and south, astronomically, from a point on the line of average high water mark, near the junction of the easterly shore of Kanaka Creek to the southerly shore of the Fraser River, thence down stream extending on both sides to the line of average high water mark, to lines drawn across the outlets of the Fraser River into the Gulf of Georgia from point to point at low water mark on each of the points of land forming the said outlets, but not extending further northerly than a point equidistant between the most southerly and the most northerly points of the western shore of Lulu Island; and includes the adjacent waters of the Gulf of Georgia and the Pitt River, also the North Arm of the Fraser River east of the westerly boundaries of the City of New Westminster.

With the exception of that portion of the Harbour situate below the easterly end of Tilbury Island (five miles below the City of New Westminster), the foreshore and bed of the river are vested in the Dominion Government and administered by the Harbour Commissioners to whom applications for water lot leases should be made. Below the easterly end of Tilbury Island the foreshore and bed of the river are under the jurisdiction of the Province of British Columbia.

#### FRASER RIVER CHANNEL

Information supplied by Dominion Department of Public Works as of March 1952.

The deep-sea channel enters the Fraser River from the Strait of Georgia at the "Sandheads" just north of the 49th parallel at longitude 123° 20′ and extends generally eastward for a distance of 21 miles upstream to the Port of New Westminster. A lightship is stationed at the mouth of the river.

The ship channel is maintained by the British Columbia-Yukon District of the Federal Public Works Department under the direction of Mr. Ken Morton, District Engineer, with offices in the Federal Building, New Westminster, B. C.

Necessary channel and berth depths are maintained by control works and dredging operations, the Departmental pipe line suction dredge, "King Edward," and sea-going hopper suction dredge, "Fruhling," being employed on this work with a total yearly capacity of about 2,000,000 cubic yards. Contract dredges are also used, as the necessity arises, to maintain depths.

The channel is of sufficient width to accommodate in-going and out-going traffic simultaneously.

The river is tidal for 60 miles upstream with a rise of low water to ordinary high water of 12 feet at its mouth and of 5 feet at New Westminster. Extreme high tides may reach a height of 16 feet at the mouth, and during the exceptionally high flood levels in 1948, reached a height of 12.2 feet above the low water at New Westminster.

Maintained depths in the ship channel are such as to enable vessels with draughts up to 28 feet to operate on the tides. Future development of the channel aims at a minimum depth throughout the ship channel of 30 feet at low water to the Port of New Westminster.

Many control works have been completed and more are contemplated. Over the Sandheads, the channel is controlled by a rock north jetty, five miles long. To the south, the rock south jetty — 8,000 ft. long — forms part of the control to the south augmented by Albion Island pile dyke. A contract is now under way to build a rock mound control jetty forming part of Albion Island dyke and extending 14,000 ft. around the curve at Buoy 16. Construction will cost \$1,300,000.00 and will be completed in 1952.

In the same vicinity, but within the control of the natural bank, there are Woodward's Training Wall, several groins, and Woodward's Dam, 9 miles up river. A spoil dam has been built to close Deas Slough to confine flows to the main ship channel. Just below New Westminster on Annieville Channel, a pile dyke has been built along the right bank to confine the flow at this crucial portion of the channel. Just above the New Westminster Bridges two wing dams have been completed to control the bar on the left bank approaching the bridge opening from up river. Indications are that they are functioning as indicated on the model. A pile dyke splits the main flow opposite Fraser Mills into the up-river Sapperton Road and the down-river Port Mann Reach.

Maps of the area, Gulf of Georgia to Douglas Island, 1000 ft. to 1 inch, with soundings to low water, are available from the Public Works of Canada. Two surveys per year at least are issued. Dredging during the year was done at Pacific Coast Terminals, Annieville Bar and Searle Elevator, Steveston Cut and at the mouth to maintain depths.

Control Works continued. Steveston South jetty No. 2 was half completed, 7500 ft. long; Repairs to Sections 5 and 6 North jetty continue; rock protection of Kirkland Island bank was extended to its westerly limit; the easterly end of Woodward's Island was rock protected to complete that section and Woodward's Dam was completely closed by rock mound; two pile training dykes were completed above New Westminster railway bridge and marked by lights as their crests are only 2 ft. above low water level; contract has been awarded for the repairs of Sections 2 and 3 of Steveston north jetty but is not yet completed; it is expected that tenders will be invited shortly for a large fisherman's mooring basin at Steveston estimated to cost \$600,000; Experiments continue on the moveable bed model of this section of the Fraser River, at the University of B. C. under the National Research Board to determine the sequence of operation to obtain the best development of the main ship channel and of the North Arm feeder channel.

The Dominion Provincial Board, Fraser River Basin continues to collect data for the purpose of determining the proper use of the water resources of the basin.

The ship channel of the river, for its entire length, from the Gulf of Georgia to Fraser Mills is marked by lighted buoys and range lights, established by the Department of Transport and maintained by the Department of Public Works.

#### PORT FACILITIES

#### PACIFIC COAST TERMINALS CO. LIMITED

Main Dock: Berth A-B-C-D (Quay Wharf) plus Fish Berth; length at face 2,160 feet. Depth of water at face, 25 to 35 feet at low water. Width of dock, 60 feet to 150 feet. Provided with three lines of standard railway track for entire length with numerous crossovers. Flush type switch standards. Water services supplied at dock edge. Light and power supplied at dock edge (A.C. 110 volts and 220 volts "three phase"). Telephone services supplied at each berth. Dock is supported on cedar piling in fresh water, all timbers above piling are creosoted. Deck is 4-inch reinforced concrete tile type (7ft. x 8ft. blocks).

**Sheds:** Storage sheds are ample and well distributed along entire dock. Five (5) sheds provide a floor area of 123,571 sq. ft. as follows: Transit Shed No. 1—20,100 sq. ft.; Ins. Ht. clear 18 ft.; reinforced concrete floor. Transit Shed No. 2—15,776 sq. ft.; Ins. Ht. clear 22 ft.; reinforced concrete floor. Transit Shed No. 3—19,285 sq. ft.; Ins. Ht. clear 16 ft.; concrete floor. Transit Shed No. 5—16,620 sq. ft.; Ins. Ht. clear 16 ft.; concrete floor. Transit Shed No. 6—28,800 sq. ft.; Ins. Ht. clear 24 ft. Outside storage clear of trackage, 168,300 sq. ft. approx.

**Locomotive Equipment:** Two (2) 80-ton straight connected American Oil-burning steam locomotives 060 type. One (1) 40-ton saddle tank oil-burning steam locomotive 060 type. One (1) gasoline driven 9-ton switcher-pusher. One (1) 25-ton maximum capacity 50-ft. boom American Brownhoist Locomotive crane, oil-burning steam driven.

Freight Handling Equipment: One (1) gasoline power driven lift truck, capacity 2000 lbs. Three (3) gasoline power driven lift trucks, capacity 5000 lbs., 15-inch centre of load, height of lift 9 ft. to bottom of top load. Five (5) gasoline power driven lift trucks, 7,500 lbs., 24-inch centre of load, height of lift 11 ft. 6 inches to bottom of top load. Thirteen (13) gasoline power driven tractors. One hundred and twenty (120) dollies, capacity 7000 lbs each. Two (2) trucks, one 2-ton and one 1-ton capacity. One (1) Gerlinger lumber carrier, 5-ton capacity. Three (3) Hyster lumber carriers, 6-ton capacity. Seven (7) Hyster Space Saver Lift Trucks, capacity  $7\frac{1}{2}$  tons each, height of lift 17 ft. 6 in.

Cold Storage Plant Equipment: Two (2) 150-ton capacity ammonia compressors. Sharp freezing chambers and quick freezing equipment. (a) Cold storage 5 degrees to 10 degrees F. 600,000 cu. ft. (b) Cool Storage 28 degrees to 32 degrees F., controlled humidity, 600,000 cu. ft. (c) Ice plant 40 tons per 24 hours with storage for 1,000 tons. Ozone piped to all rooms, ventilating fan facilities in all cooler rooms.

Railway Yards: Capacity for 200 railway cars on 11 parallel tracks in yard. Direct connection with Canadian Pacific and Canadian National Railways. Great Northern Railway, Southern Pacific Railway, Northern Pacific Railway and B. C. Electric Railway have switching arrangements with the aforementioned railway companies.

**Protection:** Entire property surrounded by 9-ft. steel chain link fence. Watchmen on duty 24 hours per day, time-clock. Property and equipment provided with first-class fire protection including 13 standard fire hydrants and ample  $2\frac{1}{2}$ -inch fire hose, numerous fire extinguishers, etc., provided.

**Subsidiary Dock:** In addition to the above, the Company has leased property one-half mile upstream having one (1) deep-sea berth and storage shed served by the Great Northern Railway with direct connection on landward side 150 ft. from dock edge. Shed space, 13,250 sq. ft. Equipment of main property available here with exception of railway equipment. This property is not fenced.

#### CANADIAN WESTERN LUMBER COMPANY LIMITED

Fraser Mills: Length at dock face, 1,300 feet. Depth of water at face, 25 feet at low water. Trackage, total accommodation 200 cars. No waterside trackage. Lumber handling facilities: Thirteen (13) lumber carriers. Two (2) large cranes, three (3) lumber stackers and one (1) cranemobile.

#### GYPSUM, LIME AND ALABASTINE, CANADA, LIMITED

Dock at Liverpool (south side Fraser River): Length at face, 225 feet. Depth of water, 15 feet at low water. Plant and dock connected with elevated 24-inch conveyor belt for loading crushed gypsum rock into vessels; balance of approach used for transporting material by means of electric truck. Swing slip with counter balance to accommodate loading of covered scows.

#### SEARLE GRAIN COMPANY LIMITED (Fraser River Elevator)

Face at dock, 1,350 feet. Berthing accommodation, 3 vessels. Depth of water, 30 feet at low water. Trackage accommodation amply provided for. Delivery, 2 belts with total capacity of 30,000 bushels per hour. Six spouts. Storage capacity, 800,000 bushels. Grain storage shed  $165 \times 66$  ft., capacity, 2000 tons of sacked wheat. One sewing machine fully equipped, can sack 300 tons in 24 hours.

#### CANADA RICE MILLS LIMITED

Dock near Woodward's Landing (north side Fraser River): Length at face, 400 feet. Depth at low water, 30 feet. Warehouse with storage capacity approximately 12,000 tons. Electric light and water. C.N.R. tracks adjoin wharf.

#### OVERSEAS TRANSPORT CO. LTD.

Two docks at City proper, north side Fraser River: No. 2 Dock: Length at face 500 feet. Berthing accommodation, 1 vessel. Depth of water, 27 feet at low water. Storage shed, 6,000 sq. ft., storage capacity 800 tons. Water, light and power supplied at dock edge. Telephone service. Double siding at warehouse connecting with C.P.R., C.N.R., G.N. and B. C. Electric. No. 3B Dock: Length at face 500 feet. Berthing accommodation, 1 vessel. Depth of water 34 feet at low water. Storage shed, 11,000 sq. ft., storage capacity, 2,500 tons. Lumber handling facilities: Two (2) lumber stackers; one (1) one-ton car loader; truck-cranes and lumber carriers available on request. Served by Great Northern Railway. Water, light and power supplied. Telephone service.



#### PORT CHARGES

The Following Rates Are In Force:

**Harbour Dues:** (By-law No. 84, approved by Order-in-Council, P.C. 580, dated March 16th, 1932.)

On vessels having a net registered tonnage over ten tons: Rate of two cents (2c) per net registered ton, payable on not more than five entries in any one calendar year.

On vessels having a net registered tonnage of ten tons, or under: One Dollar (\$1.00) payable on not more than one entry in any one calendar year.

On vessels having no registered tonnage or when the registered tonnage is not available, rate of one and one-third cents  $(1\,1/3c)$  per gross ton, payable on not more than five entries in any one calendar year.

Pilotage: Pilotage dues shall be compulsory for vessels of over two hundred and fifty (250) net registered tons except in case of the ships exempted under the provisions of the "Canada Shipping Act" and amendments thereto. To or from Lightship at mouth of river, one cent (1c) per registered ton and one dollar (\$1.00) per foot draught. Minimum twenty-five dollars (\$25.00). For shifting from berth to berth, fifteen dollars (\$15.00) with an additional five dollars (\$5.00) where a shift requires passage through New Westminster Bridge. In addition to the charges set out herein there shall be a surcharge of thirty (30%) per cent. Pilot boat services for embarking or disembarking five dollars (\$5.00). Powerful tugs for berthing (occasionally required) are available at all times.

**Sick Mariners' Dues:** A Dominion Government charge applicable to all ports, payable only once on any one continuous voyage, two cents (2c) per net registered ton, payable on any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 44, Part V.).

Bill of Health: One Dollar (\$1.00).

**Fumigation:** Cyanide Process, thirty-five cents (35c) per 1,000 cubic feet.

**Pure Water:** Fifteen cents (15c) per ton. Use of hose off dock, additional two dollars (\$2.00).

**Port Warden's Fees:** As established by the Council of the New Westminster Board of Trade and approved by Dominion Government Order-in-Council (P.C. No. 1120) of 19th March, 1948, which are the same fees that are in force at other British Columbia ports.

**Shipping Masters' Fees:** A Dominion Government charge applicable to all ports. (See Canada Shipping Act, Chapter 186, Sec. 139.)

Launch and Line Service: A Launch and Vessel's Line Service is maintained in the harbour at all times.

**Stevedoring:** Stevedoring is handled entirely under private contract between ship's Agents and the Stevedores.

NO CHARGE OF ANY DESCRIPTION IS LEVIED ON CARGO by the Port Authority.



#### STEAMSHIP AGENTS

The following Agents had many sailings of different Steamship Lines from the Port during the year 1951:

Anglo-Canadian Shipping Co. Ltd.

Balfour Guthrie (Canada) Ltd.

B. C. Ship Chartering Co. Ltd.

B. W. Greer & Son (1947) Ltd.

Canada Shipping Co. Ltd.

Canadian Australasian Line Ltd.

Canadian Blue Star Line (1940) Ltd.

Canadian Transport Co. Ltd.

Canadian Trading Co. Ltd.

C. Gardner Johnson Ltd.

Dingwall Cotts & Co. Ltd.

Dodwell & Co. Ltd.

Empire Shipping Co. Ltd.

Furness Withy & Co. Ltd.

Johnson Walton Steamship Ltd.

Kingsley Navigation Co. Ltd.

Monsen-Clarke (B. C.) Ltd.

North Pacific Shipping Co. Ltd.

Pacific Marine Freighters Ltd.

Royal Mail Lines Ltd.

Seaboard Shipping Co. Ltd.

(Belyea & Co. Ltd. Sub-Steamship Agents)

#### NATIONALITY OF DEEP-SEA VESSELS 1946 - 1951

	1946	1947	1948	1949	1950	1951
British	92	131	89	107	122	150
U.S.A.	51	85	61	46	42	97
Norway	9	10	20	48	42	43
Finnish	0	0	0	0	0	1
French	2	13	20	3	1	2
Danish	0	4	5	5	6	2
Swedish	7	8	16	13	9	8
Netherlands	14	15	8	4	9	8
Italian	0	0	1	10	11	5
Panama	5	2	4	28	26	27
Greek	2	4	6	23	27	23
Chinese	9	1	0	2	0	1
Canadian	91	79	42	40	25	14
German	0	0	0	0	0	1
Philippines	0	2	6	2	0	0
Russian	3	0	0	0	0	0
Honduras	2	4	1	4	12	3
Switzerland	0	0	1	0	0	0
Peruvian	0	0	0	3	9	7
Persian	0	0	0	0	1	0
Costa Rican	0	0	0	0	0	1
Liberian	0	0	0	0	0	1
TOTALS	287	358	280	338	342	394

#### COMPARATIVE RECORD OF SHIPPING 1921 - 1951

#### DEEP-SEA ARRIVALS

Year	No. of Vessels	Net Tons	Gross Tons
1921	. 13	38,987	No Record
1922	35	100,321	No Record
1923	48	144,973	No Record
1924	100	333,138	525,069
1925	. 150	476,420	786,106
1926	175	579,167	926,046
1927	153	486,603	776,229
1928	198	625,271	1,004,622
1929	248	827,762	1,312,031
1930	297	994,673	1,578,189
1931	301	1,052,865	1,690,634
1932	311	1,087,878	1,737,429
1933	409	1,454,842	2,343,276
1934	453	1,639,342	2,670,630
1935	434	1,575,535	2,575,350
1936	525	1,857,784	3,035,139
1937	450	1,611,168	2,655,235
1938	493	1,759,413	2,892,848
1939	509	1,774,318	2,922,843
1940	. 333	1,057,109	1,747,332
1941	156	432,351	720,989
1942	109	416,846	697,037
1943	86	363,056	608,778
1944	114	451,829	756,216
1945 .	. 176	718,765	1,199,418
1946	287	1,112,751	1,834,096
1947	358	1,517,917	2,486,023
1948	280	1,179,123	1,920,182
1040	338	1,382,141	2,243,266
1950	342	1,393,731	2,277,746
1951	394	1,615,502	2,663,518

#### COMPARTIVE RECORD OF SHIPPING 1935 - 1951

#### COAST ARRIVALS

Year	No. of Vessels	Net Tons	Gross Tons
1935	1,558	41,380	No Record
1936	1,646	50,104	No Record
1937	1,683	51,214	No Record
1938	1,692	52,405	No Record
1939	1,742	54,655	No Record
1940	2,735	523,033	No Record
1941	3,140	683,769	No Record
1942	2,873	700,585	No Record
1943	1,966	243,801	No Record
1944	2,534	616,958	No Record
1945	2,175	670,516	No Record
1946	2,021	560,196	No Record
1947	2,055	519,253	No Record
1948	2,311	632,438	No Record
1949	2,188	584,913	No Record
1950	1,940	529,048	No Record
1951	1,926	498,616	No Record

Below is given the destination of lumber exported (water-borne) from the Fraser River for the past seven years with the percentage for each country, viz:

	1945	1946	1947	1948	1949	1950	1951
Australia	13%	8%	5%	6%	9%	5%	7%
California	2%	1%	1%	1%	1%	1%	1%
Canadian Atlantic Coast	Nil	1%	Nil	Nil	Nil	1%	1%
Orient	Nil	6%	3%	1%	5%	1%	1%
Other Countries	Nil	11%	19%	7%	10%	7%	8%
South Africa	7%	22%	7%	10%	6%	2%	4%
United Kingdom .	78%	51%	65%	63%	36%	18%	75%
U.S. Atlantic Coast	Nil	Nil	Nil	12%	33%	65%	3%

## COMPARATIVE RECORD OF DEEP-SEA EXPORTS AND IMPORTS, 1927 - 1951

				EXPORTS and
Year		EXPORTS Total Cargo Tons	IMPORTS Total Cargo Tons	IMPORTS Grand Total Tons
1927		336,767	10,444	347,211
1928		367,313	5,942	373,255
1929		376,836	12,873	389,708
1930		395,340	36,270	431,610
1931		420,544	13,465	434,009
1932		446,754	14,634	461,388
1933		657,879	20,699	678,578
1934		766,299	36,127	802,426
1935		710,939	29,264	740,203
1936		977,163	30,856	1,008,019
1937		868,026	25,442	893,468
1938		865,127	22,182	887,309
1939		1,051,207	20,465	1,071,672
1940		871,487	24,766	896,253
1941		336,969	11,407	348,376
1942		315,668	4,292	319,960
1943	***************************************	443,446	Nil	443,446
1944	****	331,069	5,493	336,562
1945		615,962	6,823	622,785
1946		804,282	2,507	806,789
1947		1,052,447	6,054	1,058,501
1948		769,650	24,194	793,844
1949		836,586	47,278	883,864
1950		723,101	77,974	801,075
1951		854,454	81,866	936,320

## COMPARATIVE RECORD OF LOCAL COASTWISE EXPORTS AND IMPORTS, 1935 - 1951

Year		Total Cargo Outward Tons	Total Cargo Inward Tons	Grand Total Inward and Outward Tons
1935		2,230	711,684	713,914
1936		100,231	899,618	999,849
1937		109,614	862,243	971,857
1938		258,284	874,585	1,132,869
1939		265,444	936,200	1,201,644
1940		166,302	1,118,163	1,284,465
1941	******	375,858	1,266,461	1,642,319
1942		427,602	1,219,608	1,647,210
1943		315,730	1,109,588	1,425,318
1944		304,627	1,096,353	1,400,980
1945		313,541	1,021,414	1,334,955
1946		475,947	1,032,756	1,508,703
1947		462,922	1,153,864	1,616,785
1948		. 561,556	1,225,613	1,787,169
1949		600,840	1,256,797	1,857,637
1950		617,485	1,465,915	2,083,400
1951		595,910	1,413,846	2,009,756

## COMPARATIVE RECORD OF LUMBER PRODUCED AND SHIPPED BY MANUFACTURERS ON THE LOWER FRASER RIVER 1923 - 1951

Year	Production Board Feet	Water Board Feet	Rail Board Feet	Local Board Feet
1923	290,000,000	78,600,000	168,000,000	43,200,000
1924	. 322,086,000	119,469,000	153,736,000	40,527,000
1925	417,952,785	171,459,665	176,787,793	62,386,550
1926	459,806,957	211,230,950	178,779,482	56,750,612
1927	491,163,000	212,045,613	196,451,199	55,620,559
1928	494,692,143	201,307,000	234,024,755	59,795,602
1929	520,538,698	247,190,233	199,863,278	68,206,674
1930 .	445,247,843	227,163,260	151,778,294	74,394,630
1931	328,427,547	200,823,998	81,675,587	58,198,507
1932	. 318,687,465	206,131,114	64,494,173	49,794,546
1933	326,757,943	231,697,480	54,217,342	53,722,907
1934	373,559,738	252,754,935	63,573,133	52,406,347
1935	431,851,369	262,546,820	97,796,820	69,832,369
1936	. 630,180,425	274,393,766	122,998,968	107,625,755
1937	635,913,000	385,793,000	140,494,000	100,751,000
1938	665,100,000	380,904,000	151,362,000	132,834,000
1939 .	772,743,000	485,451,000	160,149,000	124,066,000
1940	799,090,000	438,200,000	204,437,000	154,545,000
1941	820,456,000	225,129,000	412,899,000	178,374,000
1942 .	755,972,000	193,380,000	403,684,000	189,431,000
1943	662,383,000	269,081,000	239,434,000	147,961,000
1944	655,423,000	277,727,000	199,782,000	166,880,000
1945	626,692,000	280,506,000	165,712,000	175,235,000
1946	691,601,000	300,035,000	179,729,000	219,140,000
1947	906,298,000	410,413,000	279,090,000	244,085,000
1948	924,794,000	362,541,000	289,843,000	263,907,000
1949	969,442,000	391,980,000	350,122,000	274,227,000
1950	1,157,429,000	476,074,000	427,055,000	252,312,000
1951	1,113,983,000	441,842,000	428,270,000	242,120,000

#### COMPARATIVE RECORD OF SHINGLE PRODUCTION ON THE LOWER FRASER RIVER, 1927 - 1951

Year	Production Squares
1927	1,783,000
1928	1,961,000
1929	1,549,000
1930	1,158,000
1931	890,000
1932	972,000
1933	890,000
1934	825,000
1935	1,500,000
1936	1,500,000
1937	1,350,000
1938	1,375,000
1939	1,750,000
1940	1,750,000
1941	1,850,000
1942	1,700,000
1943	1,000,000
1944	1,075,000
1945	1,035,000
1946	1,200,000
1947	1,300,000
1948	1,200,000
1949	1,325,000
1950	1,500,000
1951	2,500,000

Shingles are principally shipped by rail, water-borne exports for 1951 — 27,973 squares.

# New Westminster The City with a Brilliant Future

(A Message from the New Westminster Board of Trade)

New Westminster and its surrounding area have more than kept pace with the phenomenal development that has taken place in the Province of British Columbia over the past ten years. With an estimated gross output of close to \$90,000,000 of production in 1951, local industry enters 1952 in a very firm position. Many factories have expanded recently, and more are planning additions to their plants.

This city is in an enviable position with regard to industrial development. With its close proximity to large potential industrial areas in the adjacent rural districts, New Westminster will enjoy much of the added prosperity caused by the influx of new industries within its natural economic area. There is still much land available for industrial development within the city boundaries which offers all the required services, including the additional advantage of waterfront development with deep-sea facilities enabling shipments to be made advantageously direct from factory to overseas markets.

The following is a brief summarization of the market potential in the Lower Mainland District of British Columbia, no part of which is more than eighty miles from New Westminster:

Area The City of New Westminster	1941 Census 21,967	Present 30,000
Greater New Westminster, including South Burnaby, The District of Coquitlam, the Northern half of the Municipality of Surrey, eastern Richmond and Delta	52,900	90,000
Potential trading area (not including greater Vancouver but taking in a radius of eighty-five miles east and twenty miles	125,000	220,000
south)	125,000	220,000
Potential trading area including Greater Vancouver	425,000	650,000

#### DISTANCES BETWEEN

#### PACIFIC COAST PORTS

(In Nautical Miles)

	-	San Francisco		Seattle	Van- couver	New West.
Aberdeen, Washington	902	608	157	234	244	246
Astoria, Oregon	899	565	86	270	278	280
Bellingham, Wash.	1124	790	341	79	66	68
Chemainus, B. C.	1124	790	341	109	41o 86x	420 $86x$
Crofton, B. C.	1122	788	339	107	43o 84x	42o 84x
Cowichan Bay, B. C.	1122	782	338	100	51o $71x$	51o 71x
Eureka, California	566	232	436	590	598	600
Everett, Wash.	1132	798	349	27	128	123
Long Beach, Calif.	3	371	988	1142	1150	1152
Longview, Wash.	945	611	40	316	324	326
Los Angeles, Calif.		368	989	1146	1163	1165
Marshfield, (Coos Bay),						
Oregon	729	395	286	439	447	449
New Westminster, B. C	1147	812	364	125	40	
Oakland, Calif.	374	6	657	811	818	820
Olympia, Wash.	1188	854	405	54	170	172
Port Alberni, B. C.	1075	741	292	188	182	199
Port Angeles, Wash.	1078	744	295	67	94	90
Portland, Ore.	989	650		360	379	376
Port Townsend, Wash	1104	770	321	38	100	95
Prince Rupert, B. C.	1678	1220	822	583	482	495
Redwood City, Calif	388	20	671	825	832	834
Richmond, Calif.	375	7	658	812	819	821
Sacramento, Calif.	461	93	744	898	905	907
San Diego, Calif.	93	452	1070	1224	1232	1234
San Francisco, Calif.	368		650	804	821	823
San Luis Obispo, Calif	175	206	822	976	984	986
Seattle, Wash.	1146	804	360	-	135	132
South Bend (Willapa Bay),						
Wash.	929	595	144	247	255	257
Stockton, Calif.	443	75	726	880	888	890
Tacoma, Wash.	1159	825	376	54	155	152
Vancouver, B. C.	1163	823	379	135		40
Victoria, B. C.	1091	745	301	71	84	80
O—DENOTES THROUGH ACTIVE PASS						

x—DENOTES AROUND EAST POINT











#### PORT OF NEW WESTMINSTER BRITISH COLUMBIA 5196 Government Publication COQUITLAM LAKE WEST MURIH VANCOUVER VANCOUVER BURRARD MILET AUY BUR WENTONS POINT OHER MAPLE RIDGE SOUTH VANCOUVER NEW WESTMINSTER STAND LULU ISLANU SURREY STEVESTON DELTA LANGLEY WESTHAM CANADA ED STATES inual Report 1952 THE NEW WESTMINSTER HARBOUR COMMISSIONERS



# ANNUAL REPORT

of

THE NEW WESTMINSTER HARBOUR COMMISSIONERS

For the Year 1952



#### COMMISSIONERS

KILBURN K, REID, M.B.E., Charmar WILLIAM GIFFORD CAPTAIN JOHN S, DENNIS



#### OFFICIALS

H. E. GORDON, Secretary-Treasures CAPTAIN J. E. CLAYTON, Harbour Master W. G. SWAN, C.E., M.E.I.C., Consulting Engine MARION K. GRIFFIN, Statistician



THE HONOURABLE LIONEL CHEVRIER. Q.C. Minister of Transport

# THE NEW WESTMINSTER HARBOUR COMMISSIONERS

N F W

10th April, 1953.

The Hon. Lionel Chevrier, Q.C..

Minister of Transport.

Ottawa, Canada.

Sir:

A report of Operations for the calendar year 1952 is herewith respectfully submitted.

Yours respectfully,

KILBURN K. REID, Chairman,

WILLIAM GIFFORD, Commissioner.

JOHN S. DENNIS, Commissioner.



-F. Goodship, Columbian Staff Photographer

Site of new docks adjoining 3B Overseas Henspoot, convenience to commense littler part 1954

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KILBURN K. REID, M.B.E. Chairman



WM. GIFFORD



JOHN S. DENNIS

# Annual Report

## 1952



#### FOREWORD . . . .

Export cargo tonnage of 1,035,162 tons shipped through the Port of New Westminster reached the highest peak since the year 1947 although deep sea vessels decreased by 7 ships compared with last year. Import shipments of 93,363 tons reached the highest in the port's history.

Wheat shipments of 9,633,733 bushels hit an all time high for the port. During the month of December 1,300,-831 bushels of wheat were exported from the Searle Grain Elevator the highest ever to be shipped during one month of any year.

Details of port operations and other general information concerning the Port of New Westminster will be found in the following pages.



During 1952 flour shipments hit an all-time high for the port. LOMBING FIRST PROTEIC COAST TERMINALS

## SHIPPING

Statement showing the total number of vessels, with net registered tonnage, arrived and departed during the calendar year 1952 with comparative figures for 1951:

#### (1) DEEP-SEA OR OCEAN-GOING:

Arrivals Year	No. of Ves	sels	Net Reg. Tonn	age
1952	387		1,534,580	J.
1951	0.0 /		1,615,502	
Departures				
1952	391		1,549,112	
1952	391		1,607,303	
(2) COASTAL: Arrivals				
1952	1,889		586,659	
1951	1,926		498,616	
Departures				
1952	1,781		526,101	
1951			491,458	
(3) SUMMARY:				
Arrivals				
Classification				
Deep-Sea or Ocean-Going	g 387		1,534,580	
Coastal			586,659	
		2,276		2,121,239
Departures				
Deep-Sea or Ocean-Going	g 391		1,549,112	
Coastal	1.781		526,101	
		2,172		2,075,213
GRAND TOTAL		4,448		4,196,452

## CARGO TONNAGE

Statement showing the total quantity of water-borne cargo tonnage landed from and loaded on vessels, during the calendar year 1952 with comparison for 1951:

		Tons (2,000 lbs.)	
Classification	Inward	Outward	Total
FOREIGN	93,363	1,035,162	1,128,525
DOMESTIC	1,347,729	838,088	2,185,817
		perhaps or per	
Total 1952	1,441,092	1,873,250	3,314,342
Total 1951	1,495,712	1,450,364	2,946,076

## PRINCIPAL DEEP-SEA EXPORTS

1951 - 1952

COMMODITY	QUANTITY	
	1951	1952
Lumber, bd. ft.	325,118,708	333,252,036
Shingles, bdls.	111,893	111,795
Fir Ties, bd. ft.	116,450	2,293,701
Box Shooks, cu. ft.	82,509	53,290
Plywood, sq. ft.	19,830,934	8,452,560
Woodpulp, tons	8,659	2,404
Bar Metal, (lead, zinc, cadmium,		
white metal), tons	78,636	99,317
Sulphate of Ammonia, tons	64,814	56,039
Ammonium Phosphate, tons	16,683	22,484
Grain, bushels	5,385,733	9,633,733
Flour, tons	2,008	32,781
Canned Salmon, tons	1,320	268
Canned Herring, tons	39	218
Apples, boxes	752,685	275,920
Meats, (assorted), tons	319	3,557
General, tons	1,798	5,216

## PRINCIPAL DEEP-SEA IMPORTS

1951 - 1952

Ore, tons	27,024	49,849
Cecoanut, tons	1	
Pineapple Juice, cases	41,977	5,440
Pineapple, cases	98,085	224,664
Pineapple (canned), cases		4,145
Rice, tons	27,779	11,444
Phosphate Rock, tons		5,080
General, tons	250	291
Concentrates, tons	20,678	22,380
Coffee, tons	398	38
Tunafish, (frozen), tons		1,318
Tunafish, (canned), tons	-	61

## LOCAL COASTWISE CARGO TONNAGE

#### OUTWARD

	TONS 1951	(2,000 lbs.) 1952
Sand, Gravel and Rock	350,976	516,411
Gypsum	665	1,318
Hogfuel	104,000	205,425
Miscellaneous	304	274
C.N.R. Barge and Ferry Service (Cargo in Transit)	139,965	114,660
	595,910	838,088

#### **INWARD**

	1951	1952
Cement	33,118	27,212
Clam and Oyster Shells	1,769	652
Coal	20,785	30,199
Oil Products	5,100	3,647
Lime	<b>57</b> 9	497
Logs (approx.)	1,186,229	1,137,692
Miscellaneous	170	
Woodpulp	7,371	8,005
C.N.R. Barge and Ferry Service		
(Cargo in Transit)	158,725	139,825
	1,413,846	1,347,729

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#### NOTE: FOREIGN COASTWISE

277 tons of oyster shells were imported from Washington, U.S.A. 195,638 tons of wood chips and 2,019 tons of lumber were exported to Washington, U.S.A.



LOADING LUMBER PACIFIC COAST TERMINALS

## EXPORTS BY COUNTRIES

### GREAT BRITAIN AND COMMONWEALTH

UNITED KINGDOM

Agricultural Products	Tons	
Flour,	2,038	
Peas	73	
Wheat	218,217	
Animal Products		
Meats (assorted)	3,459	
Fish Products		
Canned Salmon	5	
Canned Sardines	2	
Forest Products		
Box Shooks	735	
Broomhandles	42	
Fir Ties	3.442	
Hardboard	316	
Lath	1	
Lumber	357,550	
Plywood	3,342	
Shingles	1,060	
Fruit Products		
Apples	5.464	
Manufactured Products		
Battery Separators	114	
Miscellaneous	44	
Paper (toilet)	2	
Woodpulp	2.404	
Mineral Products		
('admium	7	
Lead	27,511	
Zinc	= 0 000	
-		696,028
BRITISH WEST INDIES		
Agricultural Products		
Flour	1,250	
Fish Products	4.7	
Canned Salmon	16	
Forest Products	4.17	
Box Shooks	197	
Lumber	(1-1()	
Plywood	1.150	
Shingles	1,150	
Manufactured Products	3	
Miscellaneous		3.259
		(7,2,11)

EXPORTS—(Continued)		
SOUTH AFRICA	_	
Agricultural Products	Tons	
Wheat	4,088	
Forest Products	226	
Flooring Lumber	236 9.867	
Plywood	189	
Shingles	16	
Mineral Products		
Lead	78	
——————————————————————————————————————		14,474
AUSTRALIA		
Forest Products		
Cascara Bark	1	
Lumber	15,465	
Shingles	1	
Manufactured Products	4 4	
Battery Separators	14 33	
Paper (toilet)		
- Tribacy		15,515
NEW ZEALAND		
Forest Products		
Lumber	8,888	
Plywood	+	
Shakes	4	
Shingles	1	
Manufactured Products		
Paper (fruitwrappers)	74	
Paper (kraft)	12	
Paper (tissue)	40 54	
Paper (tissue)	554	
Wallboard (plasterboard)	225	
-		9,856
SAMOA		
Agricultural Products		
Cocoa Beans	10	
Fish Products		
Canned Herring	215	
Canned Salmon	19	
Canned Sardines	1	

EXFORTS—(Continued)		
Forest Products Lumber	<b>Tons</b> 1,163	
Manufactured Products	1,105	
Miscellaneous Paper (bags)		
Paper (newsprint)	- 4	
Paper (toilet)	. 1	1,423
FIJI ISLANDS		27.72
Forest Products Box Shooks	15	
Lumber		
Manufactured Products Miscellaneous	43	
Whiskey		( 996
COOK ISLAND		6,886
Forest Products	250	
Lumber		359
EUROPE		
Agricultural Products		
Oats		
Wheat	26,387	
Canned Salmon	103	
Forest Products Lumber	818	
Bulliver		29,324
Agricultural Products		
Wheat	7,066	
Forest Products	312	
	<u></u>	7.378
Fish Products		
Canned Salmon	4	
Forest Products Lumber	213	
Mineral Products	1 521	
Zinc	1,521	1,738

EXPORTS—(Continued)			
Agricultural Products Wheat	WITZERLAND	<b>Tons</b> 4.305	
Forest Products		- ,	
Lumber		54	4.350
	AFRICA		
Agricultural Products	EGYPT		
F 21		. 11,856	, , , , = .
			11,851
	ASIA		
Forest Products	ARABIA		
Lumber		41.)	
			+1(
Agricultural Products	JAPAN		
Wheat		22,050	
Manufactured Products			
Ammonium Phosphate		1.014	
Miscellaneous			
Whiskey		282	
	TOPMOCA.	-	23,42
Agricultural Products	FORMOSA		
Wheat		1.080	
Manufactured Products		1	
Miscellaneous			1.68
	SIAM		
Manufactured Products Whiskey		1	
Whiskey		- ·	
	CHINA		
Agricultural Products Rice		2.602	
Forest Products		_,,,,	
Lumber		2,047	
Manufactured Products		1	
Miscellaneous		1 3	
, , in one		,	5.4,4

EXPORTS—(Continued)  MALAY PENINSULA  Agricultural Products  Flour	<b>Tons</b> 16,308	16.308
NORTH AMERICA		10,500
UNITED STATES OF AMERICA		
Forest Products Lumber	86.303	
Manufactured Products	00,000	
Fish Meal	+()	
Paper (handwrap)	1	
Paper (napkins) Paper (toilet)	7	
<del>-</del> -		86,35
CANAL ZONE Manufactured Products		
Paper (toilet)	+	
SOUTH AMERICA COLUMBIA		
Manufactured Products Malt	401	
PERU Manufactured Products		40
Malt	209	
Miscellaneous	12 53	
		27
Fish Products		
Canned Salmon	37	
VENEZUELA		3
Forest Products Hardboard	45	
Plywood	4	
Manufactured Products		
Paper (toilet)	26	
Paper (towels)	1	
		7
Agricultural Products BRAZIL	9.709	
Wheat	8,708	
Apples	1,016	
_		9.72

#### EXPORTS—(Continued)

#### HAWAIIAN ISLANDS

Agricultural Products	Tons	
Bran	75	
Flour	165	
Oats (barley)	30	
Manufactured Products		
Ammonium Phosphate	12,435	
	850	
Cattle Feed	121	
Malt	4	
Miscellaneous		
Paper (kraft)	7	
Sulphate of Ammonia	55,380	
Oats (rolled)	40	
Peat Moss	14	
Fish Products		
Canned Salmon	1	
Frozen Fish	7	
Fish Meal	102	
Forest Products		
Lath	144	
Lumber	4,632	
	13	
Plywood	89	
Shakes	247	
Shingles	2+/	
Animal Products		
Meats (assorted)	96	
Meats (canned)	2	
_		74,454
PHILIPPINE ISLANDS		
Manufactured Products		
	9.035	
Ammonium Phosphate	659	
Sulphate of Ammonia	()37	9.694
_		2,024
NEW CALEDONIA		
Manufactured Products		
Miscellaneous	2	
Whiskey	34	
-		
Fish Products	2	
Canned Herring	3	
Canned Salmon	6	
Forest Products		
Lumber	499	
		544

#### EXPORTS—(Continued) SOCIETY ISLANDS **Animal Products** Tons Meats (assorted) Agricultural Products Flour 1.165 Fish Products Canned Salmon 47 Forest Products Lumber ..... 1.734 32 Plywood ..... Manufactured Products Oil (Linseed) Paper (toilet) 36 Miscellaneous 4 3.021 NEW HEBRIDES Forest Products Lumber 173 173 PORTUGUESE EAST AFRICA Forest Products 303 Lumber ..... 303 DUTCH WEST INDIES Forest Products Lumber 105 Fish Products Canned Salmon 11 Manufactured Products Miscellaneous ..... -1 117 PORTO RICO Fish Products Canned Salmon ..... 19 39 Canned Sardines Manufactured Products Miscellaneous 59 1.035,162 GRAND TOTAL

## IMPORTS BY COUNTRIES

#### SOUTH AMERICA

	PERU	Tons	
Coffee		38	
Concentrates		15,078	
Fish (tunafish) canned		61	
Ore		29,596	
			44,773
	CHILE		
Concentrates			
Ore		18.303	24.799
A.	RGENTINE		24,799
Concentrates		806	
Corned Beef (canned)		151	
General			
Ore			
			1.436
I	ECUADOR		
Ore		1.488	
			1,488
	BRAZIL		
Rice		1,257	1 .) ~ ~
** * * * * *	TYAN YOU ANDOO		1,257
General	AIIAN ISLANDS	. 82	
Meat (assorted)			
Pineapple (canned)			
Pineapple (canned), fresh			
Pineapple (sliced), (canned)			
Pineapple Juice (canned)		. 119	
Rope			
			3,023
	FLORIDA		
Phosphate Rock		5,080	F 000
6	ALIFORNIA		5,080
Rice		. 10.187	
NICC			10.187
	JAPAN		10,10,7
Fish (frozen) (tunafish)			
General		. 2	
			1,320
GRAND TOTAL			()2.2/2
GKAND TOTAL			93,363

## FINANCIAL

#### Ordinary Revenue Account for Year

#### Ended December 31st, 1952.

#### Revenue:

Grain Elevator Rental\$	42,223.54	
Water Lot Rentals	37,077.66	
Harbour Dues	34,135.38	
Bank and Bond Interest	1,529.29	
Timber Sales	232.50	
Total Revenue		\$115,198.37

#### Expenditures:

Administration\$	26,609.54	
Interest on Government Loans (Elevator)	30,299.76	
Capital Additional (Elevator)	5,920.00	
Repairs and Renewals (Elevator)	2,444.04	1
Miscellaneous	306.06	7
Total Expenditures		\$ 65,579.40
Transfer to Reserve for Contingencies		\$ 49,618.98 45,000.01
Excess of Revenue over Expenditures		\$ 4,618.97



LOADING WHEAT SEARLE GRAIN ELEVATOR

## GRAIN ELEVATOR

The Commissioners' Grain Elevator was leased to SEARLE GRAIN COMPANY LIMITED in September, 1933, since which time it has been continuously and very efficiently operated by this important company. A summary of results for the year follows with comparative figures for 1951:

	1951 Bushels	1952 Bushels
Stocks in Store January 1st	477,295	483,301
Receipts	5,967,890	10,031,473
Shipments	5,961,884	10,044,685
Stocks in Store December 31st	483,301	470,089



## GENERAL DESCRIPTION

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## NEW WESTMINSTER HARBOUR



The Harbour of New Westminster extends from a line drawn north and south, astronomically, from a point on the line of average high water mark, near the junction of the easterly shore of Kanaka Creek to the southerly shore of the Fraser River, thence down stream extending on both sides to the line of average high water mark, to lines drawn across the outlets of the Fraser River into the Gulf of Georgia from point to point at low water mark on each of the points of land forming the said outlets, but not extending further northerly than a point equidistant between the most southerly and the most northerly points of the western shore of Lulu Island; and includes the adjacent waters of the Gulf of Georgia and the Pitt River, also the North Arm of the Fraser River east of the westerly boundaries of the City of New Westminster.

With the exception of that portion of the Harbour situate below the easterly end of Tilbury Island (five miles below the City of New Westminster), the foreshore and bed of the river are vested in the Dominion Government and administered by the Harbour Commissioners to whom applications for water lot leases should be made. Below the easterly end of Tilbury Island the foreshore and bed of the river are under the jurisdiction of the Province of British Columbia.

### FRASER RIVER CHANNEL

Information supplied by Dominion Department of Public Works as of March 1953.

The deep sea channel enters the Fraser River from the Strait of Georgia at the "Sandheads" just north of the 49th parallel at longitude 123°-20' and extends generally eastward for a distance of 21 miles upstream to the Port of New Westminster. A lightship is stationed at the mouth of the river.

The ship channel is maintained by the Department of Public Works of Canada, British Columbia-Yukon District under the direction of Mr. C. F. P. Faulkner, Acting District Engineer, with offices in the Federal Building, New Westminster, B.C.

Necessary channel and berth depths are maintained by control works and dredging operations. The departmental dredges "King Edward", a pipe line suction dredge, and "Fruhling", a sea-going hopper dredge, with a total yearly capacity of 2,000,000 cubic yards, are employed on this work. Contract dredges are also used, as necessity arises, to maintain depths.

The channel is of sufficient width to accommodate traffic both ways simultaneously.

The river is tidal for 60 miles with a rise from low water to ordinary high water of 12 ft. at its mouth and of 5 feet at New Westminster. Extreme high tides may reach a height of 16 feet at the mouth, and during the exceptionally high flood levels in 1948, reach a height of 12.2 feet above the low water at New Westminster.

Maintained depths in the ship channel are such as to enable vessels with draughts up to 28 feet to operate on the tides. Future development of the channel aims at a minimum depth throughout the ship channel of 30 feet at low water to the Port of New Westminster.

To maintain depths in the ship channel, many control works have been completed, others are contemplated and still others are being studied and investigated. Over the Sandheads the channel is controlled by the Steveston North Jetty, a rock mound some five miles long. To the south the channel is controlled by Albion Island pile dyke and the Steveston South Jetty No. 2, a rock mound continuation of the pile dyke for a total length of about 15,000 feet. This rock mound is not yet complete.

In the same vicinity, but within the control of the natural bank, there are Woodward's Training Wall, several groins and Woodward's Dam, 9 miles up river. Deas Slough has been closed by dredge spoil to confine water flow to the main channel. Just below New Westminster on Annieville Channel, a pile dyke along the north bank confines the flow at this critical portion of the channel. Just above the New Westminster bridge two wing dams control the bar on the south bank for approaching the bridge opening from up river. A V-shaped dyke splits the main flow opposite Port Mann into the up-river Sapperton Channel and the down-river Port Mann Channel.

Some control works are currently under construction or contemplated in the near future. The Steveston South Jetty No. 2 is not vet completed, some 170,000 tons remaining to be placed. The closure of the upper end of the Cannery Channel by a rock dam between the Lulu Island and the upper end of Steveston Island will be started within a few weeks. The construction of a rock mound breakwater some 6,000 feet long on Steveston bar from the downstream end of Steveston Island to a point opposite Garry Point will be called for tender this coming summer. It will serve the dual purpose of a protection for the Steveston waterfront and a control works on the north side of the channel at Steveston Cut. The placing of 120,000 tons of rock bank protection is being placed at the westerly end of Woodward's Island, a continuation of work done last year on the easterly end. Some 50,000 tons of rock bank protection is being placed on Lulu Island in the vicinity of Gilmere Island and some 10,000 tons will be placed at Tilbury Island to prevent bank erosion and to confine the water to the main ship channel.

Maps of the area, Gulf of Georgia to Douglas Island, 1000 feet to 1 inch, with soundings to low water, are available from the Public Works of Canada. Two surveys per year are issued.

Experiments continue on the movable bed model of this section of the river at the University of British Columbia under the direction of the University to determine ways and means of obtaining the best development of river channel.

Dredging during the year was done at Pacific Coast Terminals, Annieville Bar, Searle Elevator, Tilbury, Steveston Cut and at the mouth to maintain depths.

The Dominion-Provincial Board, Fraser River Basin, continues to collect data for the purpose of determining the proper use of all the resources of the basin.

The ship channel of the river, for its entire length, from the Gulf of Georgia to Fraser Mills, is marked by lighted buoys and range lights, established by the Department of Transport and maintained by the Department of Public Works.

## PORT FACILITIES

#### PACIFIC COAST TERMINALS CO. LTD.

Main Dock: Berth A-B-C-D (Quay Wharf) plus Fish Berth; length at face 2,160 feet. Depth of water at face, 25 to 35 feet at low water. Width of dock, 60 feet to 150 feet. Provided with three lines of standard railway track for entire length with numerous crossovers. Flush type switch standards. Water services supplied at dock edge. Light and power supplied at dock edge (A.C. 110 volts and 220 volts "three phase"). Telephone services supplied at each berth. Dock is supported on cedar piling in fresh water, all timbers above piling are creosoted. Deck is 4-inch reinforced concrete tile type (7 ft. x 8 ft. blocks).

**Sheds:** Storage sheds are ample and well distributed along entire dock. Five (5) sheds provide a floor area of 123,571 sq. ft. as follows: Transit Shed No. 1—20,100 sq. ft.; Ins. Ht. clear 18 ft.; reinforced concrete floor. Transit Shed No. 2—15,776 sq. ft.; Ins. Ht. clear 22 ft.; reinforced concrete floor. Transit Shed No. 3—19,285 sq. ft.; Ins. Ht. clear 16 ft.; concrete floor. Transit Shed No. 5—16,620 sq. ft.; Ins. Ht. clear 16 ft.; concrete floor. Transit Shed No. 6—28,800 sq. ft.; Ins. Ht. clear 24 ft. Outside storage clear of trackage, 168,300 sq. ft. approx.

Locomotive Equipment: Two (2) 80-ton straight connected American oil-burning steam locomotives 060 type. One (1) 40-ton saddle tank oil-burning steam locomotive 060 type. One (1) gasoline driven 9-ton switcher-pusher. One (1) 25-ton maximum capacity 50-ft. boom American Brownhoist Locomotive crane, oil-burning steam driven.

Freight Handling Equipment: One (1) gasoline power driven lift truck, capacity 2000 lbs. Three (3) gasoline power driven lift trucks, capacity 5000 lbs., 15-inch centre of load, height of lift 9 ft. to bottom of top load. Five (5) gasoline power driven lift trucks, 7,500 lbs., 24-inch centre of load, height of lift 11 ft. 6 inches to bottom of top load. Thirteen (13) gasoline power driven tractors. One hundred and twenty (120) dollies, capacity 7000 lbs. each. Two (2) trucks, one 2-ton and one 1-ton capacity. One (1) Gerlinger lumber carrier, 5-ton capacity. Three (3) Hyster lumber carriers, 6-ton capacity. Seven (7) Hyster Space Saver Lift Trucks, capacity 7½ tons each, height of lift 17 ft. 6 in.

Cold Storage Plant Equipment: Two (2) 150-ton capacity ammonia compressors. Sharp freezing chambers and quick freezing equipment. (a) Cold storage 5 degrees to 10 degrees F. 600,000 cu. ft. (b) Cool Storage 28 degrees to 32 degrees F., controlled humidity, 600,000 cu. ft. (c) Ice plant 40 tons per 24 hours with storage for 1,000 tons. Ozone piped to all rooms, ventilating fan facilities in all cooler rooms.

Railway Yards: Capacity for 200 railway cars on 11 parallel tracks in yard. Direct connection with Canadian Pacific and Canadian National Railways. Great Northern Railway, Southern Pacific Railway, Northern Pacific Railway and B.C. Electric Railway have switching arrangements with the aforementioned railway companies.

**Protection:** Entire property surrounded by 9-ft. steel chain link fence. Watchmen on duty 24 hours per day, time-clock. Property and equipment provided with first-class fire protection including 13 standard fire hydrants and ample  $2\frac{1}{2}$ -inch fire hose, numerous fire extinguishers, etc., provided.

**Subsidiary Dock:** In addition to the above, the Company has leased property one-half mile upstream having one (1) deep-sea berth and storage shed served by the Great Northern Railway with direct connection on landward side 150 ft. from dock edge. Shed space, 13,250 sq. ft. Equipment of main property available here with the exception of railway equipment. This property is not fenced.

#### CANADIAN WESTERN LUMBER COMPANY LIMITED

**Fraser Mills:** Length at dock face, 1,300 feet. Depth of water at face, 25 feet at low water. Trackage, total accommodation 200 cars. No waterside trackage. Lumber handling facilities: Thirteen (13) lumber carriers. Two (2) large cranes, three (3) lumber stackers and one (1) cranemobile.

#### GYPSUM, LIME AND ALABASTINE, CANADA LIMITED

**Dock at Liverpool (south side Fraser River):** Length at face. 225 feet. Depth of water, 15 feet at low water. Plant and dock connected with elevated 24-inch conveyor belt for loading crushed gypsum rock into vessels; balance of approach used for transporting material by means of electric truck. Sewing slip with counter balance to accommodate loading of covered scows.

## SEARLE GRAIN COMPANY LIMITED (Fraser River Elevator)

Face at dock, 1,350 feet. Berthing accommodation, 3 vessels. Depth of water, 30 feet at low water. Trackage accommodation amply provided for. Delivery, 2 belts with total capacity of 30,000 bushels per hour. Six spouts. Storage capacity, 800,000 bushels. Grain storage shed 165 x 66 ft., capacity, 2000 tons of sacked wheat. One sewing machine fully equipped, can sack 300 tons in 24 hours.

#### CANADA RICE MILLS LIMITED

Dock near Woodward's Landing (north side Fraser River): Length at face, 400 feet. Depth at low water, 30 feet. Warehouse with storage capacity approximately 12,000 tons. Electric light and water. C.N.R. tracks adjoin wharf.

#### OVERSEAS TRANSPORT CO. LTD.

Two docks at City proper, north side Fraser River: No. 2 Dock: Length at face 500 feet. Berthing accommodation, 1 vessel. Depth of water, 27 feet at low water. Storage shed, 6,000 sq. ft., Storage capacity 800 tons. Water, light and power supplied at dock edge. Telephone service. Double siding at warehouse connecting with C.P.R., C.N.R., G.N. and B.C. Electric. No. 3B Dock: Length at face 500 feet. Berthing accommodation, 1 vessel. Depth of water 34 feet at low water. Storage shed, 11,000 sq. ft., storage capacity, 2,500 tons. Lumber handling facilities: Two (2) lumber stackers; one (1) one-ton car loader; truck-cranes and lumber carriers available on request. Served by Great Northern Railway. Water, light and power supplied. Telephone service.

## PORT CHARGES

The following Rates are in Force:

**Harbour Dues:** (By-law No. 84, approved by Order-in-Council, P.C. 580, dated March 16th, 1932.)

On vessels having a net registered tonnage over ten tons: Rate of two cents (2c) per net registered ton, payable on not more than five entries in any one calendar year.

On vessels having a net registered tonnage of ten tons, or under: One Dollar (\$1.00) payable on not more than one entry in any one calendar year.

On vessels having no registered tonnage or when the registered tonnage is not available, rate of one and one-third cents (1%c) per gross ton, payable on not more than five entries in any one calendar year.

Pilotage: Pilotage dues shall be compulsory for vessels of over two hundred and fifty (250) net registered tons except in case of the ships exempted under the provisions of the "Canada Shipping Act" and amendments thereto. To or from Lightship at mouth of river, one cent (1c) per registered ton and one dollar (\$1.00) per foot draught. Minimum twenty-five dollars (\$25.00). For shifting from berth to berth, fifteen dollars (\$15.00) with an additional five dollars (\$5.00) where a shift requires passage through New Westminster Bridge. In addition to the charges set out herein there shall be a surcharge of thirty (30%) per cent. Pilot boat services for embarking or disembarking five dollars (\$5.00). Powerful tugs for berthing (occasionally required) are available at all times.

Sick Mariners' Dues: A Dominion Government charge applicable to all ports, payable only once on any one continuous voyage, two cents (2c) per net registered ton, payable on any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 44, Part V.).

Bill of Health: One dollar (\$1.00).

**Fumigation:** Cyanide Process, fifty-five cents (55c) per 1,000 cubic feet.

**Pure Water:** Fifteen cents (15c) per ton. Use of hose off dock, additional two dollars (\$2.00).

**Port Warden's Fees:** As established by the Council of the New Westminster Board of Trade and approved by Dominion Government Order-in-Council (P.C. No. 4614) of 10th December 1952, which are the same fees that are in force at other British Columbia ports.

**Shipping Masters' Fees:** A Dominion Government charge applicable to all ports. (See Canada Shipping Act, Chapter 186, Sec. 139.).

**Launch and Line Service:** A Launch and Vessel's Line Service is maintained in the harbour at all times.

**Stevedoring:** Stevedoring is handled entirely under private contract between ship's Agents and the Stevedores.

NO CHARGE OF ANY DESCRIPTION IS LEVIED ON CARGO by the Port Authority.

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## STEAMSHIP AGENTS

The following Agents had many sailings of different Steamship Lines from the Port during the year 1951:

Anglo-Canadian Shipping Co. Ltd.

Balfour Guthrie (Canada) Ltd.

B.C. Ship Chartering Co. Ltd.

B. W. Greer & Son (1947) Ltd.

Canada Shipping Co. Ltd.

Canadian Australasian Line Ltd.

Canadian Blue Star Line (1940) Ltd.

Canadian Transport Co. Ltd.

Canadian Trading Co. Ltd.

C. Gardner Johnson Ltd.

Dingwall Cotts & Co. Ltd.

Dodwell & Co. Ltd.

Empire Shipping Co. Ltd.

Furness Withy & Co. Ltd.

Johnson Walton Steamship Ltd.

Kingsley Navigation Co. Ltd.

Monsen-Clarke (B.C.) Ltd.

North Pacific Shipping Co. Ltd.

Pacific Marine Freighters Ltd.

Royal Mail Lines Ltd.

Seaboard Shipping Co. Ltd.

(Belyea & Co. Ltd. Sub-Steamship Agents)

#### NATIONALITY OF DEEP-SEA VESSELS

**—** 1947 - 1952

	1947	1948	1949	1950	1951	1952
British	. 131	89	107	122	150	156
U.S.A	. 85	61	46	42	97	54
Norway	10	20	48	42	43	56
Finnish	. 0	0	0	0	1	0
French	13	20	3	1	2	2
Danish	4	-5	5	6	2	11
Swedish	8	16	13	9	8	10
Netherlands	. 15	8	4	9	8	3
Italian	. 0	1	10	11	5	9
Panama	. 2	4	28	26	27	27
Greek	. 4	6	23	27	23	8
Chinese	. 1	0	2	0	1	1
Canadian	79	42	40	25	14	7
German	0	0	O	0	1	6
Philippine	2	6	2	0	0	0
Russian	0	0	0	0	0	0
Honduras	. 4	1	4	12	3	1
Switzerland	0	1	0	0	0	2
Peruvian	0	0	3	9	7	17
Persian	0	0	0	1	0	0
Costa Rican	0	0	0	0	1	1
Liberian	0	0	0	0	1	5
Japanese	0	()	0	0	0	9
Argentine	0	0	0	0	0	1
Ireland	0	0	0	0	0	1
TOTALS	358	280	338	342	394	387

#### COMPARATIVE RECORD OF SHIPPING

#### 1921 - 1952

#### DEEP-SEA ARRIVALS

Year	N	o. of Vessels	Net Tons	Gross Tons
1921		13	38,987	No Record
1922		35	100,321	No Record
1923		-48	144,973	No Record
1924		100	333,138	525,069
1925		150	476,420	786,106
1926		175	579,167	926,046
1927		153	486,603	776,229
1928		198	625,271	1,004,622
1929		248	827,762	1,312,031
1930	***************************************	297	994,673	1,578 189
1931		301	1,052,865	1,690,634
1932		311	1,087,878	1,737,429
1933		409	1,454,842	2,343,276
1934		453	1,639,342	2,670,630
1935		434	1,575,535	2,575,350
1936	***************************************	525	1,857,784	3.035,139
1937		450	1,611,168	2,655,235
1938		493	1,759,413	2,892,848
1939		509	1,774,318	2,922,843
1940		333	1,057,109	1,747,332
1941		156	432,351	720,989
1942		109	416,846	697,037
1943		86	363,056	608,778
1944		114	451,829	756,216
1945		176	718,765	1,199,418
1946		287	1,112,751	1,834,096
1947		358	1,517,917	2,486,023
1948		280	1,179,123	1,920,182
1949		338	1,382,141	2,243,266
1950		342	1,393,731	2,277,746
1951		394	1,615,502	2,663,518
1952		387	1,534,580	2,536,575

#### COMPARATIVE RECORD OF SHIPPING

1935 - 1952

#### COAST ARRIVALS

COMST MANAVALIS						
Year	No. of	f Vessels N	let Tons	Gross Tons		
1935 .	1	,558	41,380	No Record		
1936 .	1	,646	50,104	No Record		
1937	1	,683	51,214	No Record		
1938 .		,692	52,405	No Record		
1939	1	,742	54,655	No Record		
1940 .	2	,735	523,033	No Record		
1941 .	3	,140	683,769	No Record		
1942 .	2	,873	700,585	No Record		
1943	1	.966	243,801	No Record		
1944 .	2	.534	616,958	No Record		
1945	2	,175	670,516	No Record		
1946	2	.021	560,196	No Record		
1947	2	,055	519,253	No Record		
1948	2	,311	632,438	No Record		
1949	2	,188	584,913	No Record		
1950	1	,940	529,048	No Record		
1951 .	1	,926	498,616	No Record		
1952	1	,889	586,659	No Record		

Below is given the destination of lumber exported (waterborne) from the Fraser River for the past seven years with the percentage for each country, viz:

	1946	1947	1948	1949	1950	1951	1952
Australia	8%	5%	6%	1) (	5%	7%	5%
California	1 %	1%	1 %	1 "7	1 %	1%	1%
Canadian Atlantic Coast	17	Nil	Nil	XII	1 %	1%	Nil
Orient	() °	3%	1 %	57	1 %	1%	1%
Other Countries	117	19%	7%	1117	7%	8%	9%
South Africa							
United Kingdom	51%	05%	037	367	18%	75%	71%
U.S. Atlantic Coast							

## COMPARATIVE RECORD OF DEEP-SEA EXPORTS AND IMPORTS, 1927 - 1952

	EXPORTS	IMPORTS	EXPORTS and IMPORTS
	Total Cargo	Total Cargo	Grand Total
Year	Tons	Tons	Tons
1927	. 336,767	10.444	347.211
1928	367,313	5,942	373,255
1020	376,836	12,873	389,708
1930	. 395,340	30 270	431,610
1931	420,544	13,465	+34,009
1032	446,754	14,634	461,388
1933	657,879	20,699	678,578
1934	766,299	36,127	802,426
1935	710,939	29,264	740,203
1936	977,163	30,856	1,008,019
1937	868,026	25,442	893,468
1938	. 865,127	22,182	887,309
1939	1,051,207	20,465	1,071,672
1940	871,487	24,766	896,253
1941	336,969	11,407	348,376
1942	315,668	4,292	319.960
1943	443,446	Nil	443,446
1944	331,069	5,493	336,562
1945	615,962	6,823	622,785
1946	804,282	2,507	806,789
1947	1,052,447	6,054	1,058,501
1948 .	. 769,650	24,194	793,844
1949 .	836,586	47.278	883,864
1950	723,101	77,974	801,075
1951	854,454	81,866	936,320
1952	1,035,162	93,363	1,128,525

# COMPARATIVE RECORD OF LOCAL COASTWISE EXPORTS AND IMPORTS, 1935 - 1952

	m / 1 G	The Arab Commo	Grand Total Inward and
	Total Cargo Outward	Total Cargo Inward	Outward
Year	Tons	Tons	Tons
1935	2,230	711,684	713,914
1936	100,231	899,618	999,849
1937	109,614	862,243	971,857
1938	258,284	874,585	1,132,869
1939	265,444	936,200	1,201,644
1940	166,302	1,118,163	1,284,465
1941	375,858	1,266,461	1,642,319
1942	427,602	1,219,608	1,647,210
1943	315,730	1,109,588	1,425,318
1944	304,627	1,096,353	1,400,980
1945	313,541	1,021,414	1,334,955
1946	475,947	1,032,756	1,508,703
1947	462,922	1,153,864	1,616,785
1948	561,556	1,225,613	1,787,169
1949	600,840	1,256,797	1,857,637
1950	617,485	1,465,915	2,083,400
1951	595,910	1,413,846	2,009,756
1952	838,088	1,347,729	2,185,817

# COMPARATIVE RECORD OF LUMBER PRODUCED AND SHIPPED BY MANUFACTURERS ON THE LOWER FRASER RIVER 1923 - 1952

1923         290,000,000         78,600,000         168,000,000         43,200,000           1924         322,086,000         119,469,000         153,736,000         40,527,000           1925         417,952,785         171,459,665         176,787,793         62,386,550           1926         459,806,957         211,230,950         178,779,482         56,750,612           1927         491,163,000         212,045,613         196,451,199         55,620,559           1928         494,692,143         201,307,000         234,024,755         59,795,602           1929         520,538,698         247,190,233         199,863,278         68,206,674           1930         445,247,843         227,163,260         151,778,294         74,394,630           1931         328,427,547         200,823,998         81,675,587         58,198,507           1932         318,687,465         206,131,114         64,494,173         49,794,546           1933         326,757,943         231,697,480         54,217,342         53,722,907           1934         373,559,738         252,754,935         63,573,133         52,406,347           1935         431,851,369         262,546,820         97,796,820         69,832,369           1
1925       417,952,785       171,459,665       176,787,793       62,386,550         1926       459,806,957       211,230,950       178,779,482       56,750,612         1927       491,163,000       212,045,613       196,451,199       55,620,559         1928       494,692,143       201,307,000       234,024,755       59,795,602         1929       520,538,698       247,190,233       199,863,278       68,206,674         1930       445,247,843       227,163,260       151,778,294       74,394,630         1931       328,427,547       200,823,998       81,675,587       58,198,507         1932       318,687,465       206,131,114       64,494,173       49,794,546         1933       326,757,943       231,697,480       54,217,342       53,722,907         1934       373,559,738       252,754,935       63,573,133       52,406,347         1935       431,851,369       262,546,820       97,796,820       69,832,369         1936       630,180,425       274,393,766       122,998,968       107,625,755         1937       635,913,000       385,793,000       140,494,000       100,751,000         1939       772,743,000       485,451,000       160,149,000       124,066,000
1926       459,806,957       211,230,950       178,779,482       56,750,612         1927       491,163,000       212,045,613       196,451,199       55,620,559         1928       494,692,143       201,307,000       234,024,755       59,795,602         1929       520,538,698       247,190,233       199,863,278       68,206,674         1930       445,247,843       227,163,260       151,778,294       74,394,630         1931       328,427,547       200,823,998       81,675,587       58,198,507         1932       318,687,465       206,131,114       64,494,173       49,794,546         1933       326,757,943       231,697,480       54,217,342       53,722,907         1934       373,559,738       252,754,935       63,573,133       52,406,347         1935       431,851,369       262,546,820       97,796,820       69,832,369         1936       630,180,425       274,393,766       122,998,968       107,625,755         1937       635,913,000       385,793,000       140,494,000       106,751,000         1938       665,100,000       380,904,000       151,362,000       132,834,000         1940       799,090,000       438,200,600       204,437,000       154,545,000
1927       491,163,000       212,045,613       196,451,199       55,620,559         1928       494,692,143       201,307,000       234,024,755       59,795,602         1929       520,538,698       247,190,233       199,863,278       68,206,674         1930       445,247,843       227,163,260       151,778,294       74,394,630         1931       328,427,547       200,823,998       81,675,587       58,198,507         1932       318,687,465       206,131,114       64,494,173       49,794,546         1933       326,757,943       231,697,480       54,217,342       53,722,907         1934       373,559,738       252,754,935       63,573,133       52,406,347         1935       431,851,369       262,546,820       97,796,820       69,832,369         1936       630,180,425       274,393,766       122,998,968       107,625,755         1937       635,913,000       385,793,000       140,494,000       106,751,000         1938       665,100,006       380,904,000       151,362,000       132,834,000         1939       772,743,000       485,451,000       160,149,000       124,066,000         1940       799,090,000       438,200,600       204,437,000       154,545,000
1928       494,692,143       201,307,000       234,024,755       59,795,602         1929       520,538,698       247,190,233       199,863,278       68,206,674         1930       445,247,843       227,163,260       151,778,294       74,394,630         1931       328,427,547       200,823,998       81,675,587       58,198,507         1932       318,687,465       206,131,114       64,494,173       49,794,546         1933       326,757,943       231,697,480       54,217,342       53,722,907         1934       373,559,738       252,754,935       63,573,133       52,406,347         1935       431,851,369       262,546,820       97,796,820       69,832,369         1936       630,180,425       274,393,766       122,998,968       107,625,755         1937       635,913,000       385,793,000       140,494,000       106,751,000         1938       665,100,000       380,904,000       151,362,000       132,834,000         1939       772,743,000       485,451,000       160,149,000       124,066,000         1940       799,090,000       438,200,600       204,437,000       154,545,000         1941       820,456,000       225,129,000       412,899,000       178,374,000
1929         520,538,698         247,190,233         199,863,278         68,206,674           1930         445,247,843         227,163,260         151,778,294         74,394,630           1931         328,427,547         200,823,998         81,675,587         58,198,507           1932         318,687,465         206,131,114         64,494,173         49,794,546           1933         326,757,943         231,697,480         54,217,342         53,722,907           1934         373,559,738         252,754,935         63,573,133         52,406,347           1935         431,851,369         262,546,820         97,796,820         69,832,369           1936         630,180,425         274,393,766         122,998,968         107,625,755           1937         635,913,000         385,793,000         140,494,000         106,751,000           1938         665,100,000         380,904,000         151,362,000         132,834,000           1939         772,743,000         485,451,000         160,149,000         124,066,000           1940         799,090,000         438,200,600         204,437,000         154,545,000           1941         820,456,000         225,129,000         412,899,000         178,374,000
1930       445,247,843       227,163,260       151,778,294       74,394,630         1931       328,427,547       200,823,998       81,675,587       58,198,507         1932       318,687,465       206,131,114       64,494,173       49,794,546         1933       326,757,943       231,697,480       54,217,342       53,722,907         1934       373,559,738       252,754,935       63,573,133       52,406,347         1935       431,851,369       262,546,820       97,796,820       69,832,369         1936       630,180,425       274,393,766       122,998,968       107,625,755         1937       635,913,000       385,793,000       140,494,000       100,751,000         1938       665,100,006       380,904,000       151,362,000       132,834,000         1939       772,743,000       485,451,000       160,149,000       124,066,000         1940       799,090,000       438,200,600       204,437,000       154,545,000         1941       820,456,000       225,129,000       412,899,000       178,374,000
1931       328,427,547       200,823,998       81,675,587       58,198,507         1932       318,687,465       206,131,114       64,494,173       49,794,546         1933       326,757,943       231,697,480       54,217,342       53,722,907         1934       373,559,738       252,754,935       63,573,133       52,406,347         1935       431,851,369       262,546,820       97,796,820       69,832,369         1936       630,180,425       274,393,766       122,998,968       107,625,755         1937       635,913,000       385,793,000       140,494,000       106,751,000         1938       665,100,000       380,904,000       151,362,000       132,834,000         1939       772,743,000       485,451,000       160,149,000       124,066,000         1940       799,090,000       438,200,600       204,437,000       154,545,000         1941       820,456,000       225,129,000       412,899,000       178,374,000
1932       318,687,465       206,131,114       64,494,173       49,794,546         1933       326,757,943       231,697,480       54,217,342       53,722,907         1934       373,559,738       252,754,935       63,573,133       52,406,347         1935       431,851,369       262,546,820       97,796,820       69,832,369         1936       630,180,425       274,393,766       122,998,968       107,625,755         1937       635,913,000       385,793,000       140,494,000       106,751,000         1938       665,100,006       380,904,000       151,362,000       132,834,000         1939       772,743,000       485,451,000       160,149,000       124,066,000         1940       799,090,000       438,200,600       204,437,000       154,545,000         1941       820,456,000       225,129,000       412,899,000       178,374,000
1933       326,757,943       231,697,480       54,217,342       53,722,907         1934       373,559,738       252,754,935       63,573,133       52,406,347         1935       431,851,369       262,546,820       97,796,820       69.832,369         1936       630,180,425       274,393,766       122,998,968       107,625,755         1937       635,913,000       385,793,000       140,494,000       106,751,000         1938       665,100,006       380,904,000       151,362,000       132,834,000         1939       772,743,000       485,451,000       160,149,000       124,066,000         1940       799,090,000       438,200,600       204,437,000       154,545,000         1941       820,456,000       225,129,000       412,899,000       178,374,000
1934       373,559,738       252,754,935       63,573,133       52,406,347         1935       431,851,369       262,546,820       97,796,820       69,832,369         1936       630,180,425       274,393,766       122,998,968       107,625,755         1937       635,913,000       385,793,000       140,494,000       106,751,000         1938       665,100,000       380,904,000       151,362,000       132,834,000         1939       772,743,000       485,451,000       160,149,000       124,066,000         1940       799,090,000       438,200,600       204,437,000       154,545,000         1941       820,456,000       225,129,000       412,899,000       178,374,000
1935       431,851,369       262,546,820       97,796,820       69.832,369         1936       630,180,425       274,393,766       122,998,968       107,625,755         1937       635,913,000       385,793,000       140,494,000       106,751,000         1938       665,100,000       380,904,000       151,362,000       132,834,000         1939       772,743,000       485,451,000       160,149,000       124,066,000         1940       799,090,000       438,200,600       204,437,000       154,545,000         1941       820,456,000       225,129,000       412,899,000       178,374,000
1936       630,180,425       274,393,766       122,998,968       107,625,755         1937       635,913,000       385,793,000       140,494,000       106,751,000         1938       665,100,006       380,904,000       151,362,000       132,834,000         1939       772,743,000       485,451,000       160,149,000       124,066,000         1940       799,090,000       438,200,600       204,437,000       154,545,000         1941       820,456,000       225,129,000       412,899,000       178,374,000
1937       635,913,000       385,793,000       140,494,000       106,751,000         1938       665,100,000       380,904,000       151,362,000       132,834,000         1939       772,743,000       485,451,000       160,149,000       124,056,000         1940       799,090,000       438,200,000       204,437,000       154,545,000         1941       820,456,000       225,129,000       412,899,000       178,374,000
1938       665,100,000       380,904,000       151,362,000       132,834,000         1939       772,743,000       485,451,000       160,149,000       124,066,000         1940       799,090,000       438,200,000       204,437,000       154,545,000         1941       820,456,000       225,129,000       412,899,000       178,374,000
1939       772,743,000       485,451,000       160,149,000       124,066,000         1940       799,090,000       438,200,000       204,437,000       154,545,000         1941       820,456,000       225,129,000       412,899,000       178,374,000
1940 799,090,000 438,200,000 204,437,000 154,545,000 1941 820,456,000 225,129,000 412,899,000 178,374,000
1941 820,456,000 225,129,000 412,899,000 178,374,000
1941 620,430,000 223,123,000 112,633,000 100,121,000
1942 755,972,000 193,380,000 403,684,600 189,431,000
1943 662,383,000 269,081,000 239,434,000 147,961,000
1944 655,423,000 277,727,000 199,782,000 166,880,000
1945 626,692,000 280,506,000 165,712,000 175,235,000
1946 691,601,000 300,035,000 179,729,000 219,140,000
1947 906.298,006 410.413,000 279.090.000 244.085,000
1940 924,794,000 902,911,000 209,010,000 271,227,000
1949 909,442,000 951,500,500 000,127,055,000 252,312,000
1950 1,157,429,000 476,074,000 427,053,000 232,312,000 1951 1,113,983,000 441,842,000 428,270,000 242,120,000
1952 1,068,394,000 457,741,000 364,686,000 235,849,000

1952 — 27,949 squares.

#### COMPARATIVE RECORD OF SHINGLE PRODUCTION ON THE LOWER FRASER RIVER, 1927 - 1952

<b>Year</b> 1927	Production Squares 1,783,000
1928	1,961,000
1929	1,549,000
1930	1,158,000
1931	890,000
1932	972,000
1933	890,000
1934,	825,000
1935	1,500,000
1936	1,500,000
1937	1,350,000
1938	1,375,000
1939	1,750,000
1940	1,750,000
1941	1,850,000
1942	1,700,000
1943	1,000,000
1944	1.075.000
1945	1,035,000
1946 .	1,200,000
1947	1,300,000
1948	1,200,000
1040	1,325,000
1950	1,500,000
1951	2,500,000
1952	1,300,000
Shingles are principally shipped by rail, water-borne ex	ports for

# INDUSTRIAL EXPANSION In the City and District

A Message from the New Westminster Board of Trade

The rapid development of the Lower Mainland especially in the metropolitan area on the seaboard, is bringing the Royal City very quickly into position as a centre of industrial and commercial activity.

Besides the deep-sea fresh water harbour, details and statistics regarding which have already been excellently portrayed in this report, rail and highway transportation facilities which converge upon the city are also a great attraction to industry.

The estimated gross industrial output of close to 90 million dollars gives some idea of the present strength of the industrial community. Many established factories have expanded recently and some are planning additions to their plants.

New industries established in the last year within and surrounding the city include: Timber Structures, Western Limited; Continental Can Co. Ltd.; Crane Limited, and the Dominion Glass Co., Limited. The latter two have not yet commenced construction. Other large industrial developments are expected to take place in the near future which will be of great value to the Lower Mainland of British Columbia.

The market potential of the City can be more readily recognized by the statement that one half of the population of British Columbia lies within a 20-mile radius. This represents one-sixth of the population of Western Canada, including the Province of Manitoba. It is expected that this population will double within the next twenty-five years.

Industrial development activities are carried on through the Industrial Development Division of the New Westminster Board of Trade with full cooperation of the City Council. All enquiries are handled confidentially through the Secretary of the division, and those interested in settling in the area would do well to enquire through this source.

#### DISTANCE BETWEEN

# PACIFIC COAST PORTS

(In Nautical Miles)

Aberdeen, Washington       902       608       157       234       244       246         Astoria, Oregon       899       565       86       270       278       280         Bellingham, Wash       1124       790       341       79       66       68         Chemainus, B. C.       1124       790       341       109       410 86x       420 86x         Crofton, B. C.       1122       788       339       107       430 84x       42 84x         Cowichan Bay, B. C.       1122       782       338       100       510 71x       510 71x         Eureka, California       566       232       436       590       598       600	Astoria, Oregon Bellingham, Wash. Chemainus, B. C. Crofton, B. C. Cowichan Bay, B. C. Eureka, California Everett, Wash. Long Beach, Calif. Longview, Wash. Los Angeles, Calif.	899 1124 1122 1122 566 1132 3	565 790 790 788 782 232 798	86 341 341 339 338 436	270 79 109 107 100	278 66 410 86x 430 84x 510 71x	West.  246 280 68 420 86x 420 84x 510 71x
Astoria, Oregon       899       565       86       270       278       280         Bellingham, Wash       1124       790       341       79       66       66         Chemainus, B. C.       1124       790       341       109       410/86x/86;       86:         Crofton, B. C.       1122       788       339       107       430/84x/84;       84:         Cowichan Bay, B. C.       1122       782       338       100       510/71x/71;       510/71x       71:         Eureka, California       566       232       436       590       598       600	Bellingham, Wash. Chemainus, B. C. Crofton, B. C. Cowichan Bay, B. C. Eureka, California Everett, Wash. Long Beach, Calif. Longview, Wash. Los Angeles, Calif.	1124 1124 1122 1122 566 1132	790 790 788 782 232 798	341 341 339 338 436	79 109 107 100	66 410 86x 430 84x 510 71x	280 68 420 86x 420 84x 510
Bellingham, Wash.       1124       790       341       79       66       68         Chemainus, B. C.       1124       790       341       109       410 86x       42 86x         Crofton, B. C.       1122       788       339       107       430 84x       42 84x         Cowichan Bay, B. C.       1122       782       338       100       510 71x       510 71x         Eureka, California       566       232       436       590       598       600	Chemainus, B. C. Crofton, B. C. Cowichan Bay, B. C. Eureka, California Everett, Wash. Long Beach, Calif. Longview, Wash. Los Angeles, Calif.	1124 1122 1122 566 1132	790 788 782 232 798	341 339 338 436	109 107 100	410 86x 430 84x 510 71x	68 420 86x 420 84x 510
Crofton, B. C.       1122       788       339       107       430 84x	Crofton, B. C	1122 1122 566 1132	788 782 232 798	339 338 436	107 100	86x 430 84x 510 71x	86x 420 84x 510
Crofton, B. C.       1122       788       339       107       430 84x	Cowichan Bay, B. C Eureka, California Everett, Wash. Long Beach, Calif Longview, Wash Los Angeles, Calif	1122 566 1132 3	782 232 798	338 436	100	430 84x 510 71x	420 84x 510
Cowichan Bay, B. C.       1122       782       338       100       510 71x 71:       511 71:         Eureka, California       566       232       436       590       598       600	Eureka, California Everett, Wash. Long Beach, Calif. Longview, Wash. Los Angeles, Calif.	566 1132 3	232 798	436		510 71x	510
<b>Eureka,</b> California	Long Beach, Calif.  Longview, Wash.  Los Angeles, Calif.	1132	798		590		
E 11 W 1	Long Beach, Calif Longview, Wash Los Angeles, Calif	3		210		598	600
120 12.	Longview, Wash Los Angeles, Calif		271	349	27	128	123
1 - D 1 C 177	Los Angeles, Calif		3/1	988	1142		1152
¥ * ***		945	611	40	316	324	326
T . A 1 C 114			368	989	1146	1163	1165
Marshfield, (Coos Bay),	Marshfield, (Coos Bay)	),					
			395	286	439	447	449
New Westminster, B. C. 1147 812 364 125 40 _	New Westminster, B. C	. 1147	812	364	125	40	
Oakland, Calif	Oakland, Calif	37+	6	657	811	818	820
<b>Olympia,</b> Wash	Olympia, Wash.	. 1188	854	405	54	170	172
Port Alberni, B. C 1075 741 292 188 182 199	Port Alberni, B. C	1075	7+1	292	188	182	199
Port Angeles, Wash 1078 744 295 67 94 90	Port Angeles, Wash	1078	7++	295	67	94	90
<b>Portland,</b> Ore	Portland, Ore	989	650		360	379	376
Port Townsend, Wash. 1104 770 321 38 100 93	Port Townsend, Wash.	1104	<b>77</b> 0	321	38	100	95
Prince Rupert, B. C 1678 1220 822 583 482 493	Prince Rupert, B. C	1678	1220	822	583	482	495
<b>Redwood City, Calif</b> 388 20 671 825 832 834	Redwood City, Calif	. 388	20	671	825	832	834
<b>Richmond,</b> Calif	Richmond, Calif	375	7	658	812	819	821
Sacramento, Calif 461 93 744 898 905 907	Sacramento, Calif	. 461	93	7++	898	905	907
San Diego, Calif. 93 452 1070 1224 1232 1234	San Diego, Calif	. 93	452	1070	1224	1232	1234
<b>San Francisco,</b> Calif 368 — 650 804 821 823	San Francisco, Calif	368		650	804	821	823
<b>San Luis Obispo,</b> Calif 175 206 822 976 984 986	San Luis Obispo, Calif.	. 175	206	822	976	984	986
			804	360		135	132
South Bend (Willapa Bay).	South Bend (Willapa Ba	ay),					
							257
,							890
						155	152
	•						40
Victoria, B. C	,					84	80









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# PORT OF NEW WESTMINSTER



# NUAL REPORT 1953

THE NEW WESTMINSTER ARBOUR COMMISSIONERS





( F. )

# Annual Report

OF

# THE NEW WESTMINSTER HARBOUR COMMISSIONERS

For the Year 1953



#### COMMISSIONERS

KILBURN K. REID, M.B.E., *Chairman*WILLIAM GIFFORD
CAPTAIN JOHN S. DENNIS



#### OFFICIALS

H. E. GORDON, Secretary-Treasurer
CAPTAIN J. E. CLAYTON, Harbour Master
W. G. SWAN, C.E., M.E.I.C., Consulting Engineer
MARION K. GRIFFIN, Statistician



THE HONOURABLE LIONEL CHEVRIER, Q.C. Minister of Transport

# THE NEW WESTMINSTER HARBOUR COMMISSIONERS

10th May, 1954.

The Hon. Lionel Chevrier, Q.C., Minister of Transport, Ottawa, Canada

Sir:

A Report of Operations for the calendar year 1953 is herewith respectfully submitted.

Yours respectfully,

KILBURN K. REID, Chairman.

WILLIAM GIFFORD, Commissioner.

JOHN S. DENNIS, Commissioner.



New Westmunster, is planned to 1200 acre multi-million dollar industrial development of Annaeis Island, south west of commence this year (1954) by the Grosvenor Property (Canada) of London, England.

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KILBURN K. REID, M.B.E. CHAIRMAN



WM. GIFFORD



JOHN S. DENNIS

MEMBERS
NEW WESTMINSTER
HARBOUR COMMISSION

# ANNUAL REPORT 1953



#### FOREWORD . . .

This year, with the arrival of 396 ocean-going ships, is greater than any year since the beginning of World War II.

Wheat shipments continued high, with 8,571,058 bushels being exported during the year. Fir ties exported were the highest for the Port since 1948.

The decline in import tonnage was due principally, to the decrease in the movement of concentrates and rice.

Statistical information and details of the operations of the Port of New Westminster will be found in the ensuing pages.



S.S. Rio Mar (Pan.)-Loading lumber for U.K. at Pacific Coast Terminals Dock.

#### SHIPPING

Statement showing the total number of vessels, with net registered tonnage, arrived and departed during the calendar year 1953 with comparative figures for 1952:

#### (1) OCEAN-GOING:

Arrivals Year	No. of V	essels	Net Reg. To:	nnage
1953	396		1,643,876	
1952			1,534,580	
Departures				
1953	393		1,633,966	
1952			1,549,112	
(2) COASTAL:				
Arrivals				
1953	1,949		615,015	
1952	1,889		586,659	
Departures				
1953			642,552	
1952	1,781		526,101	
(3) SUMMARY:				
Arrivals Classification				
Ocean-Going	396		1,643,876	
Coastal	1,949		615,015	2 2 2 2 2 2 2
_		2,345		2,258,891
Departures	202		1 622 066	
Ocean-Going			1,633,966	
Coastal	1,966	2,359	642,552	2,276,518
		4,000		
GRAND TOTAL		4,704		4,535,409
	_			

## CARGO TONNAGE

Statement showing the total quantity of water-borne cargo tonnage landed from and loaded on vessels, during the calendar year 1953 with comparison for 1952:

Classification FOREIGN DOMESTIC	Inward 48,826 1.588,082	Tons (2,000 lbs.) Outward 904,962 942,346	Total 953,788 2,530,428
Total 1953	1,636,908	1,847,308	3,484,216
	1,441,092	1,873,250	3,314,342

# PRINCIPAL OCEAN-GOING EXPORTS

1952 - 1953 COMMODITY QUANTITY		NTITY
	1952	1953
Lumber, bd. ft.	333,252,036	307,495,101
Shingles, bdls.	111,795	105,596
Fir Ties, bd. ft.	2,293,701	7,836,517
Box Shooks, cu. ft.	53,290	
Plywood, sq. ft.	8,452,560	2,001,815
Woodpulp, tons	2,404	116
Bar Metal, (lead, zinc, cadmium,		
white metal), tons	99,317	99,330
Sulphate of Ammonia, tons	56,039	24,870
Ammonium Phosphate, tons	22,484	15,822
Grain, bushels	9,633,733	8,571,058
Flour, tons	32,781	24,386
Canned Salmon, tons	268	1,330
Canned Herring, tons	218	62
Apples, boxes	275,920	3,000
Meats, (assorted), tons	3,557	151
General, tons	5,216	5,184

### PRINCIPAL OCEAN-GOING IMPORTS

1952 1953	,821
O	
Ore, tons	
	,715
Pineapple (canned), cases 224,664 216	,737
Pineapple, sliced, (canned), cases 4,145	,704
Pineapple, fresh, tons	27
Rice, tons 11,444 6	,489
Phosphate Rock, tons 5,080 2	,498
General, tons291	822
Concentrates, tons 22,380 8	153
Coffee, tons38	
Tunafish, (frozen), tons	
Tunafish, (canned), tons61	15

## LOCAL COASTWISE CARGO TONNAGE

OUTWARD	TONS	(2,000 lbs.)
	1952	1953
Sand, Gravel and Rock	516,411	490,839
Gypsum	1,318	313
Hogfuel	205,425	201,288
Miscellaneous	274	531
C.N.R. Barge and Ferry Service		
(Cargo in Transit)	114,660	249,375
	838,088	942,346
INWARD	1952	1953
Cement	27,212	37,066
Clam and Oyster Shells	652	949
Coal	30,199	18,656
Oil Products	3,647	
Lime	497	646
Logs (approx.)	1,137,692	1,270,240
Woodpulp	8,005	9,225
C.N.R. Barge and Ferry Service		
(Cargo in Transit)	139,825	251,300
	1,347,729	1,588,082

#### NOTE: FOREIGN COASTWISE

393 tons of oyster shells were imported from Washington, U.S.A. 193,502 tons of wood chips and 593 tons of lumber were exported to Washington, U.S.A.



- STRIDE STUDIO Italian freighter M.S. "Italcielo" just completing her loading of 7,206,000 bd. ft. of lumber for New York. This is the largest amount of lumber loaded on any ship to sail from Overseas Transport Docks.

## EXPORTS BY COUNTRIES

#### GREAT BRITAIN AND COMMONWEALTH

# UNITED KINGDOM

Agricultural Products	Tons	
Flour	3,064	
Wheat	119,170	
Fish Products		
Salmon (canned)	927	
Samon (camed)	941	
Forest Products		
Broomhandles	47	
Doorstocks	227	
Fir Ties	8,390	
Hardboard	152	
Lumber	140,129	
Plywood	295	
Shingles	874	
Manufactured Products		
Miscellaneous	46	
Paper (toilet)	4	
Woodpulp	116	
Mineral Products		
Cadmium	103	
Lead	49 40 1	
Lead	49,461 45 495	
LeadZinc		368.500
		368,500
		368,500
Zinc BRITISH WEST INDIES		368,500
Zinc  BRITISH WEST INDIES  Agricultural Products		368,500
Zinc  BRITISH WEST INDIES  Agricultural Products  Flour	45,495	368,500
BRITISH WEST INDIES Agricultural Products Flour Fish Products	45,495 8,290	368,500
Zinc  BRITISH WEST INDIES  Agricultural Products  Flour	45,495	368,500
BRITISH WEST INDIES  Agricultural Products Flour  Fish Products Salmon (canned)	45,495 8,290	368,500
BRITISH WEST INDIES  Agricultural Products Flour Fish Products Salmon (canned)  Forest Products	45,495 8,290 4	368,500
BRITISH WEST INDIES  Agricultural Products Flour  Fish Products Salmon (canned)  Forest Products Lumber	45,495 8,290 4 1,058	368,500
BRITISH WEST INDIES  Agricultural Products Flour Fish Products Salmon (canned)  Forest Products Lumber Shingles	45,495 8,290 4	368,500
BRITISH WEST INDIES  Agricultural Products Flour  Fish Products Salmon (canned)  Forest Products Lumber Shingles  Manufactured Products	45,495 8,290 4 1,058	368,500
BRITISH WEST INDIES  Agricultural Products Flour Fish Products Salmon (canned)  Forest Products Lumber Shingles	45,495 8,290 4 1,058	368,500 9,492

EXPORTS—(Continued)	Tons	******
Forest Products  CANADIAN ATLAN	TIC COAST	
Lumber	6,311	
Plywood	229	
Fish Products Salmon (canned)		
Manufactured Products		
General	25	
Paper (toilet)	. 10	6,740
Agricultural Products		.,
Wheat	9,195	
Forest Products  Lumber	24 550	
Plywood		
Shingles		
Fish Products		
Salmon (canned)	1	22 042
AUSTRAL	IA	33,842
Forest Products Lumber	23,845	
		23,845
Forest Products  NEW ZEAL	AND	
Lumber		
Shingles		
Manufactured Products		
Miscellaneous	2	3.238
Forest Products SAMOA		, ,
Lumber	1,053	
Fish Products	. 1,030	
Herring (canned)		
Salmon (canned)	37	
Manufactured Products		
Miscellaneous	5	1,152
		1,1,1

EXPORTS—(Continued)		Tons	
Agricultural Products Potatoes	FIJI ISLANDS	189	
Forest Products Lumber		2,265	
Fish Products Salmon (canned)		54	
Manufactured Products Miscellaneous		6	2 51 4
Agricultural Products	CHINA		2,514
		235	
Lumber		1,846	2,081
Fruit Products	ALAY PENINSULA	70	70
	EUROPE		, 0
Agricultural Products Wheat	BELGIUM	19,970	
Forest Products Lumber		2,339	22.200
Agricultural Products	HOLLAND		22,309
WheatForest Products		7,436	
		1,297	8,733
Forest Products Lumber	FRANCE	244	
Agricultural Products	NORWAY		244
Wheat	SWEDEN	11,089	11,089
Agricultural Products Wheat		2,352	2,352

EXPORTS—(Continued)		Tons	
	ASIA		
T1 1 To 1 4	ARABIA		
Fish Products Salmon (canned)		1	
			1
Forest Products	IRAQ		
Lumber		923	923
	PERSIAN GULF		923
Fish Products Salmon (canned)		1	
	INDIA		1
Agricultural Products		0.100	
Fish Products		9,190	
		. 2	
Forest Products		2.226	
Lumber		3,336 611	
	CEYLON		13,139
Fish Products Salmon (canned)	CEYLON	2	
Manufactured Products			
	KOREA		3
Agricultural Products			
		11,736	
Forest Products Lumber		2,788	
	JAPAN		14,673
Agricultural Products			
		79,234	
Forest Products Lumber		37	
Manufactured Products			
LiquorWhiskey		349	
Mineral Products		302	
Zinc		1,000	
			80,922

HARBOUR COMMISSIONERS		17
EXPORTS—(Continued)	Tons	
NORTH AMERI		
UNITED STATES OF A Agricultural Products	AMERICA	
Flour	305	
Forest Products		
Lumber	236,388	
Manufactured Products Miscellaneous	1	
Mineral Products		
Lead	2,501	239,195
CANAL ZONE	,	209,190
Agricultural Products Flour	75	
Forest Products		
Broomhandles	7	
Fish Products		
Salmon (canned)	11	
Manufactured Products  Paper (toilet) Paper (napkin)	9	
Paper (napkin)	1	102
SOUTH AMERI		103
VENEZUELA		
Forest Products Hardboard	47	
Lumber	418	
Fish Products Salmon (canned)	12	
Manufactured Products		
Miscellaneous Paper (toilet)	1 12	
Paper (towels)	1	401
COLOMBIA		491
Agricultural Products Oats	3	
(7dtS		3
Forest Products		
Hardboard	3	2
		3

18 A	NNUAL	REPORT
EXPORTS—(Continued)	Tons	
BRITISH GUIANA		
Fish Products		
Salmon (canned)	10	10
BRAZIL		10
Mineral Products		
Lead		
Zinc	417	770
HAWAIIAN ISLANDS		//0
Animal Products		
Meats (assorted)	151	
Agricultural Products		
Flour	120	
Oats	213	
Forest Products		
Flooring	30	
HardboardLath	47	
Lumber	5,168	
Shakes	498	
Shingles	538	
Fish Products		
Fish (frozen)	4	
Fish MealSalmon (canned)	60	
Manufactured Products	22	
Cattle Feed	2047	
Ammonium Phosphate	2,847 12,293	
Sulphate of Ammonia	24,870	
Malt	363	
Miscellaneous Paper (bags)	38	
Peat Moss	50 1 <i>7</i>	
-		47,412
PHILIPPINE ISLANDS		
Agricultural Products Flour	10	
Fish Products		
Salmon (canned)	14	
Manufactured Products Ammonium Phosphate	2.530	
Whiskey	3,529	
		3,562

EXPORTS—(Continued)	Tons	
NEW CALEDONIA		
Forest Products		
Lumber	1,117	
Fish Products		
Herring (canned)	5	
Salmon (canned)	7	
Sardines (canned)	1	
Manufactured Products		
Miscellaneous	4	
Whiskey	5	1.120
SOCIETY ISLANDS		1,139
Agricultural Products		
Flour	551	
Forest Products		
Lumber	2,299	
Plywood	18	
Fish Products		
Salmon (canned)	43	
Sardines (canned)	9	
	<del></del>	2,920
FRIENDLY ISLANDS Forest Products		
Lumber	769	
	709	
Manufactured Products	1	
Miscellaneous	1	770
NEW HEBRIDES		,,,
Forest Products		
Lumber	217	
PORTUGESE EAST AFRIC	A	217
Forest Products	A	
Lumber	1,605	
Plywood	17	
11) 110000		1,622
NETHERLANDS WEST INDI	ES	
Forest Products	60	
Lumber	60	
Fish Products	15	
Salmon (canned)	15	75
		13

	····		
EXPORTS—(Continued)		Tons	
Forest Products	PORTO RICO		
Hardboard		48	
Lumber		444	
	HAITI		492
Forest Products	********		
Lumber		. 217	
Fish Products			
Salmon (canned)		_ 2	
Manufactured Products Paper (bags)		21	
raper (bags)		21	240
Daniel Daniel	CUBA		2.10
Forest Products			
Hardboard		. 29	
Lumber		. 10	
Plywood		. 15 . 17	
Manufactured Products		1/	
Paper (toilet)		4	
			75
	GRAND TOTAL		904,962



## IMPORTS BY COUNTRIES

#### SOUTH AMERICA

SOUTH AMERICA		
PERU	0.450	
Concentrates	8,153	
Fish (tunafish), canned	15	
General	6	
Ore	11,324	19,498
CHILE		12,420
Ore	9,087	
		9,087
BOLIVIA		
Ore	683	683
NEW CALEDONIA	A STATE OF THE STA	083
General	12	
-		12
HAWAIIAN ISLANDS		
General	29	
Meats (assorted)	2	
Pineapple (canned)	4,334	
Pineapple (canned), fresh	27	
Pineapple (sliced), canned	375	
Pineapple Juice (canned)	293	
Wallboard	23	F 002
INTED STATES		5,083
UNITED STATES		
Phosphate Rock	2,498	
- Hospitate Rock	2,770	2,498
CALIFORNIA		<b>y</b>
Rice	2,341	0.241
TEXAS		2,341
Rice	4,148	
		4,148
UNITED KINGDOM		
General	678	
Wire	14	602
-		692

SIAM

Ore \_\_\_\_

3,845

3,845

IMPORTS—(Continued)		Tons		
Ore	INDO-CHINA	882	0.12	
GeneralBlack Peppers	INDIA	51	882	
Black Peppers	-		57	
	GRAND TOTAL	-	48,826	



### FINANCIAL

### Ordinary Revenue Account for Year Ended December 31st, 1953.

Grain Elevator Rental \$52,264.34

R	ev	en	ıu	e	
7/	v v	CI	u	•	

Water Lot Rentals	47,290.15	
Harbour Dues	33,963.69	
Bank and Bond Interest	3,441.48	
Total Revenue		\$136,959.66
Expenditures:		
Administration	\$ 30,771.10	
Interest on Government Loans (Elevator)	30,299.76	
Repairs and Renewals (Elevator)	536.89	
Insurance Appraisal	1,500.00	
Fraser River Wharf Preliminary Costs	1,023.18	
Total Expenditures		\$ 64,130.93
		\$ 72,828.73
Transfer to Reserve for Contingencies		70,000.00
Excess of Revenue over Expenditures		\$ 2,828.73



S.S. Errington Court (Br.), S.S. Gaebe Star (Br.), Tilsington Court (Br.) loading wheat at Searle Grain Flexator for U.K.

### GRAIN ELEVATOR

The Commissioners' Grain Elevator was leased to SEARLE GRAIN COMPANY LIMITED in September, 1933, since which time it has been continuously and very efficiently operated by this important company. A summary of results for the year follows with comparative figures for 1952:

	1952 Bushels	1953 Bushels
Stocks in Store January 1st	483,301	470,089
Receipts	10,031,473	9,920,082
Shipments	10,044,685	8,847,440
Stocks in Store December 31st	470,089	542,731

# GENERAL DESCRIPTION

### NEW WESTMINSTER HARBOUR



The Harbour of New Westminster extends from a line drawn S. 48° 46′ W., astronomically, from a point on the line of average high water mark, near the junction of the easterly shore of Kanaka Creek to the southerly shore of the Fraser River, thence down stream extending on both sides of the river to the line of average high water mark, to lines drawn across the outlets of the Fraser River into the Gulf of Georgia from point to point at low water mark on each of the points of land forming the said outlets, but not extending further northerly than a point equidistant between the most southerly and the most northerly points of the western shore of Lulu Island; and includes the adjacent waters of the Gulf of Georgia and the Pitt River, also the North Arm of the Fraser River east of the westerly boundaries of the City of New Westminster.

With the exception of that portion of the Harbour situate below the easterly end of Tilbury Island (five miles below the City of New Westminster), the foreshore and bed of the river are vested in the Dominion Government and administered by the Harbour Commissioners to whom applications for water lot leases should be made. Below the easterly end of Tilbury Island the foreshore and bed of the river are under the jurisdiction of the Province of British Columbia.

## FRASER RIVER CHANNEL

Information supplied by Dominion Department of Public Works as of March 1954.

The deep-sea channel enters the Fraser River from the Strait of Georgia at the "Sandheads" just north of the 49th parallel at longitude 123° 20′ and extends generally eastward for a distance of 21 miles upstream to the Port of New Westminster. A lightship is stationed at the mouth of the river.

The river is tidal for 60 miles with a rise from low water to ordinary high water of 12 feet at the mouth and 5 feet at New Westminster. Extreme high tides reach a height of 16 ft. at the mouth and during the high flood of 1948 reached a height of 12.2 ft. above low water at New Westminster.

Maintained depths in the ship channel are such as to enable vessels with drafts up to 28 feet to operate on the tides. Future development of the channel aims at a minimum depth of 30 feet at low water to Port of New Westminster.

The ship channel is maintained by the Department of Public Works of Canada, British Columbia-Yukon District under the direction of Mr. C. F. P. Faulkner, District Engineer with offices in the Federal Building, New Westminster, B. C.

Necessary channel and berth depths are maintained by control works and dredging operations. The Departmental Dredges "King Edward," a pipe-line suction dredge, and "Fruhling," a sea-going hopper dredge, are engaged in this work. Contract dredges are also used as necessity arises.

During the past year, the Departmental dredges removed approximately 1,000,000 yards from the shipping channel at Buoys 0 and 6, Steveston Cut and St. Mungo Bend. The dredge "Western Dredger" of Western Dredging Co. Ltd., removed approximately 500,000 cubic yards from Annieville Channel and Searle Elevator.

In order to aid in maintaining channel depths and with the idea of gradually reducing the amount of dredging, many control works have been completed, others are contemplated and still others are being studied and investigated. Over the "Sandheads" the channel is controlled by the Steveston South Jetty, a rock mound some five miles

long; to the south by Albion Island pile dyke and Steveston South Jetty No. 2.

In the same vicinity, but within the control of the natural bank, there are Woodwards Training Wall, several groins and Woodwards Dam, 9 miles up-river. Deas Slough has been closed by dredge spoil to confine the flow to the Main Channel. Just below New Westminster on Annieville Channel, a pile dyke along the north bank confines the flow at this critical portion of the Channel. Above the New Westminster bridges, two wing dams have been successful in eliminating all dredging for the South approach through the bridge. A V-shaped dyke splits the main flow opposite Port Mann into the up-river Sapperton Channel, and down-river Port Mann Channel.

Some control works have been completed during the past year. Others are currently under construction. The upper end of Cannery Channel has been closed by a rock dam. Some 35,000 tons of bank protection has been placed on Lulu Island, 6,000 tons on Deas Island, and 10,000 tons on Tilbury Island. Woodwards Island Training Wall was completed with the placing of 65,000 tons of rock. Protection of 4,000 tons of rock was placed on the downstream end of the lower Port Mann Training Dyke. Work has started on the rock mound breakwater on Steveston Bar from the downstream end of Steveston Island to a point opposite to Garry Point. This will serve both as a protection for the Steveston waterfront and a control work on the north side of the channel at Steveston Cut.

Charts of the river, Gulf of Georgia to Douglas Island, 1000 ft. to 1 inch with soundings to low water, are made twice a year by the Public Works of Canada.

Experiments continue on the movable bed model of this section of the river, at the University of British Columbia under the direction of the University to determine ways and means of obtaining the best development of the river channel.

The Dominion Provincial Board, Fraser River Basin, continues to collect information for the purpose of determining the proper use of all resources of the basin.

The ship channel of the river, for its entire length, from the Gulf of Georgia to Fraser Mills is marked by lighted buoys and range lights, established by the Department of Transport and maintained by the Department of Public Works, Canada.

## PORT FACILITIES

#### PACIFIC COAST TERMINALS CO. LIMITED

Main Dock: Berth A-B-C-D (Quay Wharf) plus Fish Berth; length at face 2,160 feet. Depth of water at face, 25 to 35 feet at low water. Width of dock, 60 feet to 150 feet. Provided with three lines of standard railway track for entire length with numerous crossovers. Flush type switch standards. Water services supplied at dock edge. Light and power supplied at dock edge (A.C. 110 volts and 220 volts "three phase"). Telephone services supplied at each berth. Dock is supported on cedar piling in fresh water, all timbers above piling are creosoted. Deck is 4-inch reinforced concrete tile type (7 ft x 8 ft. blocks).

Sheds: Storage sheds are ample and well distributed along entire dock. Five (5) sheds provide a floor area of 123,571 sq. ft. as follows: Transit Shed No. 1—20,100 sq. ft.; Ins. Ht. clear 18 ft.; reinforced floor. Transit Shed No. 2—15,776 sq. ft.; Ins. Ht. clear 22 ft.; reinforced concrete floor. Transit Shed No. 3—19,285 sq. ft. Ins. Ht. clear 16 ft.; concrete floor. Transit Shed No. 5—16,620 sq. ft.; Ins. Ht. clear 16 ft.; concrete floor. Transit Shed No. 6—28,800 sq. ft.; Ins. Ht. clear 24 ft. Outside storage clear of trackage, 168,300 sq. ft. approx.

**Locomotive Equipment:** Two (2) 80-ton straight connected American oil-burning steam locomotives 060 type. One (1) 40-ton saddle tank oil-burning steam locomotive 060 type. One (1) gasoline driven 9-ton switcher pusher. One (1) 25-ton maximum capacity 50-ft. boom American Brownhoist Locomotive crane, oil-burning steam driven.

Freight Handling Equipment: One (1) gasoline power driven lift truck, capacity 2,000 lbs. Three (3) gasoline power driven lift trucks, capacity 5,000 lbs., 15-inch centre of load, height of lift 9 ft. to bottom of top load. Thirteen (13) gasoline power driven tractors. One hundred and twenty (120) dollies, capacity 7,000 lbs. each. Two (2) trucks, one 2-ton and one 1-ton capacity. One (1) Gerlinger lumber carrier, 5-ton capacity. Three (3) Hyster lumber carriers, 6-ton capacity. Twelve (12) Hyster Space Saver Lift Trucks, capacity  $7\frac{1}{2}$  tons each, height of lift 17 ft 6 in.

Cold Storage Plant Equipment: Two (2) 150-ton capacity ammonia compressors. Sharp freezing chambers and quick freezing equipment. (a) Cold storage 5 degrees to 10 degrees F. 600,000 cu. ft.

(b) Cool Storage 28 degrees to 32 degrees F., controlled humidity, 600,000 cu. ft. (c) Ice plant 40 tons per 24 hours with storage for 1,000 tons. Ozone piped to all rooms, ventilating fan facilities in all cooler rooms.

Railway Yards: Capacity for 200 railway cars on 11 parallel tracks in yard. Direct connection with Canadian Pacific and Canadian National Railways, Great Northern Railway, Southern Pacific Railway, Northern Pacific Railway and B. C. Electric Railway have switching arrangements with the aforementioned railway companies.

**Protection:** Entire property surrounded by 9-ft. steel chain link fence. Watchmen on duty 24 hours per day, time-clock. Property and equipment provided with first-class fire protection including 13 standard fire hydrants and ample  $2\frac{1}{2}$ -inch fire hose, numerous fire extinguishers, etc., provided.

**Subsidiary Dock:** In addition to the above, the Company has leased property one-half mile upstream having one (1) deep-sea berth and storage shed served by the Great Northern Railway with direct connection on landward side 150 ft. from dock edge. Shed space, 13,250 sq. ft. Equipment of main property available here with the exception of railway equipment. This property is not fenced.

# CANADIAN WESTERN LUMBER COMPANY LIMITED

Fraser Mills: Length at dock face, 1,200 feet. Depth of water at face, 25 feet at low water. Trackage, total accommodation 200 cars. No waterside trackage. Lumber handling facilities: Thirteen (13) lumber carriers. Two (2) large cranes, three (3) lumber stackers and one (1) cranemobile.

# GYPSUM, LIME AND ALABASTINE, CANADA, LIMITED

Dock at Liverpool (south side Fraser River): Length at face, 225 feet. Depth of water, 15 feet at low water. Plant and dock connected with elevated 24-inch conveyor belt for loading crushed gypsum rock into vessels; balance of approach used for transporting material by means of electric truck. Swing slip with counter balance to accommodate loading of covered scows.

# SEARLE GRAIN COMPANY LIMITED (Fraser River Elevator)

Face at dock, 1,350 feet. Berthing accommodation, 3 vessels. Depth of water, 30 feet at low water. Trackage accommodation amply provided for. Delivery, 2 belts with total capacity of 30,000 bushels per

hour. Six spouts. Storage capacity, 800,000 bushels. Grain storage shed  $165 \times 66$  ft., capacity, 2000 tons of sacked wheat. One sewing machine fully equipped, can sack 300 tons in 24 hours.

#### CANADA RICE MILLS LIMITED

Dock near Woodward's Landing (north side Fraser River): Length at face, 400 feet. Depth at low water, 30 feet. Warehouse with storage capacity approximately 12,000 tons. Electric light and water. C.N.R. tracks adjoin wharf.

#### OVERSEAS TRANSPORT CO. LTD.

Two Docks at City proper, north side Fraser River: No. 2 Dock: Length at face 500 feet. Berthing accommodation, 1 vessel. Depth of water, 27 feet at low water. Storage shed, 6,000 sq. ft., Storage capacity 800 tons. Water, light and power supplied at dock edge. Telephone service. Double siding at warehouse connecting with C.P.R., C.N.R., G.N. and B. C. Electric. No. 3B Dock: Length at face 500 feet. Berthing accommodation, 1 vessel. Depth of water 34 feet at low water. Storage shed 11,000 sq. ft., storage capacity 2,500 tons. Lumber handling facilities: Two (2) lumber stackers; one (1) one-ton car loader; truck-cranes and lumber carriers available on request. Served by Great Northern Railway. Water, light and power supplied. Telephone service.



# PORT CHARGES

The Following Rates Are In Force:

**Harbour Dues:** (By-law No. 84, approved by Order-in-Council, P.C. 580, dated March 16th, 1932.)

On vessels having a net registered tonnage over ten tons: Rate of two cents (2c) per net registered ton, payable on not more than five entries in any one calendar year.

On vessels having a net registered tonnage of ten tons, or under: One Dollar (\$1.00) payable on not more than one entry in any one calendar year.

On vessels having no registered tonnage or when the registered tonnage is not available, rate of one and one-third cents  $(1\ 1/3c)$  per gross ton, payable on not more than five entries in any one calendar year.

Pilotage: Pilotage dues shall be compulsory for vessels of over two hundred and fifty (250) net registered tons except in case of the ships exempted under the provisions of the "Canada Shipping Act" and amendments thereto. To or from Lightship at mouth of river, one cent (1c) per registered ton and two dollars (\$2.00) per foot draught. Minimum twenty-five dollars (\$25.00). For shifting from berth to berth, fifteen dollars (\$15.00) with an additional five dollars (\$5.00) where a shift requires passage through New Westminster Bridge. In addition to the charges set out herein there shall be a surcharge of thirty (30%) per cent. Pilot boat services for embarking or disembarking five dollars (\$5.00). Powerful tugs for berthing (occasionally required) are available at all times.

**Sick Mariners' Dues:** A Dominion Government charge applicable to all ports, payable only once on any one continuous voyage, two cents (2c) per net registered ton, payable on any one vessel not more than three times in any one year. (See Canada Shipping Act, Chapter 44, Part V.)

Bill of Health: One Dollar (\$1.00).

**Fumigation:** Cyanide Process, fifty-five cents (55c) per 1,000 cubic feet.

**Pure Water:** Fifteen cents (15c) per ton. Use of hose off dock, additional two dollars (\$2.00).

**Port Warden's Fees:** As established by the Council of the New Westminster Board of Trade and approved by Dominion Government Order-in-Council (P.C. No. 4614) of 10th December 1952, which are the same fees that are in force at other British Columbia ports.

**Shipping Masters' Fees:** A Dominion Government charge applicable to all ports. (See Canada Shipping Act, Chapter 186, Sec. 139.)

Launch and Line Service: A Launch and Vessel's Line Service is maintained in the harbour at all times.

**Stevedoring:** Stevedoring is handled entirely under private contract between ship's Agents and the Stevedores.

NO CHARGE OF ANY DESCRIPTION IS LEVIED ON CARGO by the Port Authority.



# STEAMSHIP AGENTS

The following Agents had many sailings of different Steamship Lines from the Port during the year 1953:

Anglo-Canadian Shipping Co. Ltd.

Balfour Guthrie (Canada) Ltd.

B. C. Ship Chartering Co. Ltd.

B. W. Greer & Son (1947) Ltd.

Canada Shipping Co. Ltd.

Canadian Australasian Line Ltd.

Canadian Blue Star Line (1940) Ltd.

Canadian Transport Co. Ltd.

Canadian Trading Co. Ltd.

C. Gardner Johnson Ltd.

Dingwall Cotts & Co. Ltd.

Dodwell & Co. Ltd.

Empire Shipping Co. Ltd.

Furness Withy & Co. Ltd.

Johnson Walton Steamship Ltd.

Kingsley Navigation Co. Ltd.

Monsen-Clarke (B. C.) Ltd.

North Pacific Shipping Co. Ltd.

Pacific Marine Freighters Ltd.

Royal Mail Lines Ltd.

Seaboard Shipping Co. Ltd.

(Belyea & Co. Ltd. Sub-Steamship Agents)

## NATIONALITY OF OCEAN-GOING VESSELS 1948 - 1953

	1948	1949	1950	1951	1952	1953
British	. 89	107	122	150	156	134
U.S.A	. 61	46	42	97	54	40
Norwegian	. 20	48	42	43	56	44
Finnish	. 0	0	0	1	0	0
French	. 20	3	1	2	2	3
Danish	. 5	5	6	2	11	2
Swedish	. 16	13	9	8	10	8
Dutch	. 8	4	9	8	3	7
Italian	. 1	10	11	5	9	10
Panamanian	. 4	28	26	27	27	38
Greek	. 6	23	27	23	8	39
Chinese	. 0	2	0	1	1	0
Canadian	. 42	40	25	14	7	11
German	. 0	0	0	1	6	3
Philippine	6	2	0	0	0	1
Honduran	. 1	4	12	3	1	7
Swiss	. 1	0	0	0	2	0
Peruvian	. 0	3	9	7	17	8
Persian	. 0	0	1	0	0	0
Costa Rican	0	0	0	1	1	2
Liberian	0	0	0	1	5	22
Japanese	0	0	0	0	9	13
Argentina	0	0	0	0	1	1
Irish	0	0	0	0	1	0
Chilean	0	0	0	0	0	2
Korean	0	0	0	0	0	1
TOTALS	280	338	342	394	387	396

#### COMPARATIVE RECORD OF SHIPPING 1921 - 1953

#### OCEAN-GOING ARRIVALS

	OCEMI	-doing An	KIVALS	
Year	No.	of Vessels	Net Tons	Gross Tons
1921		13	38,987	No Record
1922		35	100,321	No Record
1923		48	144,973	No Record
1924		100	333,138	525,069
1925		150	476,420	786,106
1926		175	579,167	926,046
1927		153	486,603	776,229
1928		198	625,271	1,004,622
1929		248	827,762	1,312,031
1930		297	994,673	1,578,189
1931		301	1,052,865	1,690,634
1932	*	311	1,087,878	1,737,429
1933		409	1,454,842	2,343,276
1934		453	1,639,342	2,670,630
1935		434	1,575,535	2,575,350
1936		525	1,857,784	3,035,139
1937		450	1,611,168	2,655,235
1938		493	1,759,413	2,892,848
1939		509	1,774,318	2,922,843
1940		333	1,057,109	1,747,332
1941		156	432,351	720,989
1942		109	416,846	697,037
1943		86	363,056	608,778
1944		114	451,829	756,216
1945		176	718,765	1,199,418
1946		287	1,112,751	1,834,096
1947		358	1,517,917	2,486,023
1948		280	1,179,123	1,920,182
1949		338	1,382,141	2,243,266
1950		342	1,393,731	2,277,746
1951		394	1,615,502	2,663,518
1952		387	1,534,580	2,536,575
1953		396	1,643,876	2,704,948

#### COMPARATIVE RECORD OF SHIPPING 1935 - 1953

#### COAST ARRIVALS

Year	No	of Vessels	Net Tons	Gross Tons
1935		1,558	41,380	No Record
1936		1,646	50,104	No Record
1937		1,683	51,214	No Record
1938		1,692	52,405	No Record
1939		1,742	54,655	No Record
1940		2,735	523,033	No Record
1941		3,140	683,769	No Record
1942		2,873	700,585	No Record
1943	M TH A M M M M M M M M M M M M M M M M M M	1,966	243,801	No Record
1944	***	2,534	616,958	No Record
1945		2,175	670,516	No Record
1946		2,021	560,196	No Record
1947		2,055	519,253	No Record
1948		2,311	632,438	No Record
1949		2,188	584,913	No Record
1950		1,940	529,048	No Record
1951		1,926	498,616	No Record
1952		1,889	586,659	No Record
1953		1,949	615,015	No Record

Below is given the destination of lumber exported (water-borne) from the Fraser River for the past seven years with the percentage for each country, viz:

, , , , , , , , , , , , , , , , , , , ,	1947	1948	1949	1950	1951	1952	1953
Australia	5%	6%	9%	5%	7%	5%	5%
California	1%	1%	1%	1%	1%	1%	1%
Canadian Atlantic Coast	Nil	Nil	Nil	1%	1%	Nil	1%
Orient	3%	1%	5%	1%	1%	1%	1%
Other Countries	19%	7%	10%	7%	8%	9%	6%
South Africa	7%	10%	6%	2%	4%	2%	5%
United Kingdom	65%	63%	36%	18%	75%	71%	31%
U.S. Atlantic Coast	Nil	12%	33%	05%	3%	11%	50%

## COMPARATIVE RECORD OF OCEAN-GOING EXPORTS AND IMPORTS, 1927 - 1953

		721 - 1933	EXPORTS
Year	EXPORTS Total Cargo Tons	IMPORTS Total Cargo Tons	and IMPORTS Grand Total Tons
1927	336,767	10,444	347,211
1928	367,313	5,942	373,255
1929	376,836	12,873	389,708
1930	395,340	36,270	431,610
1931	420,544	13,465	434,009
1932	446,754	14,634	461,388
1933	657,879	20,699	678,578
1934	766,299	36,127	802,426
1935	710,939	29,264	740,203
1936	977,163	30,856	1,008,019
1937	868,026	25,442	893,468
1938	865,127	22,182	887,309
1939	1,051,207	20,465	1,071,672
1940	871,487	24,766	896,253
1941	336,969	11,407	348,376
1942	315,668	4,292	319,960
1943	443,446	Nil	443,446
1944	331,069	5,493	336,562
1945	615,962	6,823	622,785
1946	804,282	2,507	806,789
1947	1,052,447	6,054	1,058,501
1948	769,650	24,194	793,844
1949	836,586	47,278	883,864
1950	723,101	77,974	801,075
1951	854,454	81,866	936,320
1952	1,035,162	93,363	1,128,525
1953	904,962	48,826	953,788

# COMPARATIVE RECORD OF LOCAL COASTWISE EXPORTS AND IMPORTS, 1935 - 1953

	Total Cargo Outward	Total Cargo Inward	Grand Total Inward and Outward
Year	Tons	Tons	Tons
1935	2,230	711,684	713,914
1936	100,231	899,618	999,849
1937	109,614	862,243	971,857
1938	258,284	874,585	1,132,869
1939	265,444	936,200	1,201,644
1940	166,302	1,118,163	1,284,465
1941	375,858	1,266,461	1,642,319
1942	427,602	1,219,608	1,647,210
1943	315,730	1,109,588	1,425,318
1944	304,627	1,096,353	1,400,980
1945	313,541	1,021,414	1,334,955
1946	475,947	1,032,756	1,508,703
1947	462,922	1,153,864	1,616,785
1948	561,556	1,225,613	1,787,169
1949	600,840	1,256,797	1,857,637
1950	617,485	1,465,915	2,083,400
1951	595,910	1,413,846	2,009,756
1952	838,088	1,347,729	2,185,817
1953	942,346	1,588,082	2,530,428

#### COMPARATIVE RECORD OF LUMBER PRODUCED AND SHIPPED BY MANUFACTURERS ON THE LOWER FRASER RIVER 1923 - 1953

Year		Production Board Feet	Water Board Feet	Rail Board Feet	Local Board Feet
1923		290,000,000	78,600,000	168,000,000	43,200,000
1924	****	322,086,000	119,469,000	153,736,000	40,527,000
1925		417,952,785	171,459,665	176,787,793	62,386,550
1926		459,806,957	211,230,950	178,779,482	56,750,612
1927		491,163,000	212,045,613	196,451,199	55,620,559
1923		494,692,143	201,307,000	234,024,755	59,795,602
1929		520,538,698	247,190,233	199,863,278	68,206,674
1930		445,247,843	227,163,260	151,778,294	74,394,630
1931		328,427,547	200,823,998	81,675,587	58,198,507
1932		318,687,465	205,131,114	64,494,173	49,794,546
1933		326,757,943	231,697,480	54,217,342	53,722,907
1934		373,559,738	252,754,935	63,573,133	52,406,347
1935		431,851,369	262,546,820	97,796,820	69,832,369
1936		630,180,425	274,393,766	122,998,968	107,625,755
1937		635,913,000	385,793,000	140,494,000	100,751,000
1938		665,100,000	380,904,000	151,362,000	132,834,000
1939		772,743,000	485,451,000	160,149,000	124,066,000
1940		799,090,000	438,200,000	204,437,000	154,545,000
1941		820,456,000	225,129,000	412,899,000	178,374,000
1942		755,972,000	193,380,000	403,684,000	189,431,000
1943		662,383,000	269,081,000	239,434,000	147,961,000
1944		655,423,000	277,727,000	199,782,000	166,880,000
1945		626,692,000	280,506,000	165,712,000	175,235,000
1946		691,601,000	300,035,000	179,729,000	219,140,000
1947		906,298,000	410,413,000	279,090,000	244,085,000
1948		924,794,000	362,541,000	289,843,000	263,907,000
1949		969,442,000	391,980,000	350,122,000	274,227,000
1950		1,157,429,000	476,074,000	427,055,000	252,312,000
1951		1,113,983,000	441,842,000	428,270,000	242,120,000
1952		1,068,394,000	457,741,000	364,686,000	235,849,000
1953		1,192,879,000	512,969,000	419,317,000	207,172,000

#### COMPARATIVE RECORD OF SHINGLE PRODUCTION ON THE LOWER FRASER RIVER, 1927 - 1953

Year		Production Squares
1927		1,783,000
1928		1,961,000
1929		1,549,000
1930		1,158,000
1931		890,000
1932		972,000
1933		890,000
1934		825,000
1935		1,500,000
1936		1,500,000
1937		1,350,000
1938		1,375,000
1939		1,750,000
1940		1,750,000
1941		1,850,000
1942		1,700,000
1943		1,000,000
1944		1,075,000
1945		1,035,000
1946		1,200,000
1947		1,300,000
1948		1,200,000
1949		1,325,000
1950		1,500,000
1951		1,350,000
1952		1,300,000
1953		1,332,953
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Shingles are principally shipped by rail, water-borne exports for 1953 — 20,522 squares.

# A Message From the New Westminster Board of Trade

"NEW WESTMINSTER — the centre of development for British Columbia's Lower Mainland."

During the rapid expansion which has taken place in the Pacific Northwest over recent years, New Westminster, the first incorporated city in British Columbia, is rapidly being drawn into the centre of activity. The metropolitan area which covers the peninsula dividing Burrard Inlet in Vancouver and the Fraser River, is rapidly spilling over its boundaries and enveloping the whole New Westminster area, even southward over the Fraser and eastward up the Fraser Valley.

In their search for first-class industrial lands, people are turning to New Westminster and district where many good sites are available.

The Annacis Island development in the centre of the harbour area is now being started. This will add a great deal to the industrial strength of the whole area. It is expected that this project will attract industries from Great Britain.

Rapid expansion is creating a boom in the construction industry and many large housing projects will be completed or under way this year.

New Westminster has experienced over the past year rapid expansion also in retail activities. This will add a great deal to the many fine services that are now enjoyed by citizens in this area.

The pages of this report tell a story of successful enterprise in shipping and plot a steady growth of tonnage from this harbour.

Population growth can better be understood by the following comparisons:

Place	1931	1941	1951
City of New Westminster	17,524	21,967	28,639
Municipality of Burnaby	25,564	30,328	58,376
Municipality of Coquitlam	4,871	7,949	15,697
Municipality of Surrey	8,388	14,840	33,670
Municipality of Delta	3,709	4,287	6,701
Municipality of Richmond	8,182	10,370	19,186
	62,238	89,741	162,269
		,	

(All the above figures are those of the Dominion Bureau of Statistics)

The completion of a new city hall and a new bus terminal were the highlights of construction during 1953. The coming year shows even brighter promise.

#### DISTANCES BETWEEN

# PACIFIC COAST PORTS

(In Nautical Miles)

	Los Angeles	San Francisco	Port- land	Seattle	Van- couver	New West.
Aberdeen, Washington .	902	608	157	234	244	246
Astoria, Oregon	899	565	86	270	278	280
Bellingham, Wash.	1124	790	341	79	66	68
Chemainus, B. C.	1124	790	341	109	$^{41o}_{86\mathrm{x}}$	42o 86x
Crofton, B. C.	1122	788	339	107	43o 84x	42o 84x
Cowichan Bay, B. C.	1122	782	338	100	510 71x	51o 71x
Eureka, Calif.	566	232	436	590	598	600
Everett, Wash.	1132	798	349	27	128	123
Long Beach, Calif	3	371	988	1142	1150	1152
Longview, Wash.	945	611	40	316	324	326
Los Angeles, Calif.		368	989	1146	1163	1165
Marshfield, (Coos Bay),						
Oregon	729	395	286	439	447	449
New Westminster, B. C	1147	812	364	125	40	—
Oakland, Calif	374	6	657	811	818	820
Olympia, Wash.	1188	854	405	54	170	172
Port Alberni, B. C.	1075	741	292	188	182	199
Port Angeles, Wash.	1078	744	295	67	94	90
Portland, Ore.	989	650		360	379	376
Port Townsend, Wash.	1104	770	321	38	100	95
Prince Rupert, B. C.	1678	1220	822	583	482	495
Redwood City, Calif.	388	20	671	825	832	834
Richmond, Calif.	375	7	658	812	819	821
Sacramento, Calif.	461	93	744	898	905	907
San Diego, Calif	93	452	1070	1224	1232	1234
San Francisco, Calif.	363		650	804	821	823
San Luis Obispo, Calif.	175	206	822	976	984	936
Seattle, Wash.	1146	804	360		135	132
South Bend (Willapa Bay),						
Wash.	929	595	144	247	255	257
Stockton, Calif.	443	75	726	880	888	890
Tacoma, Wash.	1159	825	376	54	155	152
Vancouver, B. C.	1163	823	379	135	_	40
Victoria, B. C.	1091	745	301	71	84	80

o—DENOTES THROUGH ACTIVE PASS x—DENOTES AROUND EAST POINT



